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HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 209
November 19 –
December 16, 2015

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From the builders, operators and owners of new main line steam locomotive No. 60163 Tornado

TRAVEL WITH TORNADO IN 2016

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Sunday 14th February 2016 with 'The Red Rose'



Celebrate Valentine's Day in style with famous new steam locomotive No. 60163 Tornado and 'The Red Rose' express.

This Valentine's Day main line steam railtour will run from London Paddington to Worcester and back by two different routes, picking up passengers at both Slough and Reading. Highlights of the day will be a fast run from Paddington to Bristol along the Great Western Main Line and the ascent of Sapperton Bank on return. Passengers will have around three hours in the City of Worcester, with the optional visit to the Elgar Birthplace Museum.

Passengers travelling in First Class Dining will receive a traditional silver service throughout the journey - ideal for those wishing to celebrate Valentine's Day in style. First Class Non-Dining and Standard Class accommodation is also available. *Tornado* will be hauling a limited number of main line railtours during 2016 and early reservation is recommended.

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In the event of cancellation or haulage problems please see our full terms and conditions of carriage.

CLASS	ADULT
First Class Dining	£225.00
First Class Non-Dining	£139.00
Standard Class	£99.00

TIMES (PRELIMINARY)	OUTWARD	RETURN
London Paddington	09:25hrs	21:05hrs
Slough	10:00hrs	20:30hrs
Reading	10:40hrs	20:00hrs
Worcester	12:30hrs	16:30hrs

Guaranteed 'tables for two' in First Class Non-Dining and First Class Dining are available for a supplement of £25.00 per person. All profits from this tour go towards maintaining Tornado in future years.



60163 TORNADO
 New Steam for the Main Line



A minute's silence was held at Tyseley Locomotive Works at 11am on November 11 to mark Remembrance Day and to remember all of the railway employees who lost their lives fighting in the First World War and subsequent conflicts. The LMS-Patriot Project is keeping their memories alive by building a new £1.5 million Patriot 4-6-0 No. 45551 *The Unknown Warrior* as the new National Memorial Engine, pictured in the works. It is due for completion in 2018 to commemorate the 100th anniversary of the end of the war. LMS PATRIOT PROJECT

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Our splendid loco works

NEXT year will be one of the most dynamic years for main line steam, if only for the headlines that are set to be generated.

Never mind the stampede for tickets for *Flying Scotsman* trips and events, the world's most famous steam locomotive has already sparked a media frenzy. Looking at the A3's main line tour itinerary, newspapers big and small have been publishing details of everywhere that the public can glimpse the great steam celebrity in its 'new' guise, a decade after it last ran.

And there's more: 2016 will, last-minute glitches apart, see LMS No. 46100 *Royal Scot*, once also a household name, if only because of the biscuit brand, haul regular trips over the national network.

The survival of steam nearly half a century after it disappeared from British Railways' rosters is a testimony to today's great steam workshops, which make it happen.

We all lament the passing of the likes of Darlington, Horwich and Nine Elms, yet steam locomotive engineering today is now not only flourishing, but rising to new challenging heights.

GWR 4-6-0 No. 7802 *Bradley Manor* returned to action in time to take part in the Severn Valley Railway's Manor 50 event, after owning group volunteers restored it, both at Tyseley Locomotive Works and Bridgnorth. For Swindon 1955 read Tyseley 2015: Bob Meanley's crack team is responsible for the Brunswick green empire retaining a presence on the national network.

Did the diehards who founded the SVR 50 years ago ever dream that Bridgnorth Works would be the major engineering base that it is today? Not only maintaining its own fleet, but handling work on contract for other groups, with a sizeable team of apprentices and also being the base for a major new-build project in BR Standard 3MT No. 82045.

Similarly, did the Dart Valley Railway pioneers who

moved into Buckfastleigh station in 1965 think that one day new fireboxes, such as the one for No. 82045, would be manufactured there?

Locomotive Services Ltd's new engineering base in the former Crewe diesel depot has amazed visitors, and it is there that the Royal Scot Locomotive and General Trust engines will be serviced for main line operation.

At Llangollen, not only do we have the new Grange and Patriot being built, but also now the frames of the replica B17 Sandringham have been erected there. Ropley, Grosmont, Riley & Sons at Bury – these are the Crewes, Derbys and Eastleighs of the modern steam age.

Boston Lodge Works, where four all-new locomotives have been built in the heritage era, needs little introduction, nor does Bill Parker's Flour Mill workshop at Bream in the Forest of Dean, which made the award-winning London Underground steam runs of the past three years happen, not only by overhauling Metropolitan Railway E class No. 1, but by adding its unique low-cab GWR prairie L150.

Now the 20in-gauge North Bay Railway at Scarborough has got in on the act, and it is set to unveil its first new-build steam locomotive next spring, having giving it a trial on compressed air this month.

Britain has the finest portfolio of heritage lines in the world, and it is all so easy to forget that we also have an equally magnificent locomotive engineering sector to back them up, passing on the traditional skills of yesterday for the benefit of many future generations to come.

As we closed for press, our www.facebook.com/heritagerrailway page notched up its 150,000th 'like', confirming our position, we believe, as the biggest railway enthusiast and news site of its kind in the world.

Is your club, group or society featured on it yet? Like us, or lose out!

Robin Jones Editor

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COVER: On its last appearance before overhaul, LNER A4 Pacific No. 4464 Bittern approaches Horsted Keynes during the Bluebell Railway's Giants of Steam gala on October 31. DON BENN

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See page 32



Somerset & Dorset back in steam as never before!

By Robin Jones

TWO Somerset & Dorset 7Fs in BR black livery and a pair of Bulleid Pacifics will be among the many highlights of the *Heritage Railway*-sponsored West Somerset Railway spring steam gala.

The landmark event, themed to commemorate the 50th anniversary of the closure of the S&D system, will be held over March 5-6 and 10-13. The system closed over the weekend of March 5-6, 1966.

Outline agreement has been reached with the owners and host railways of Bulleid Battle of Britain Pacific No. 34070 *Manston* from the Swanage Railway, and rebuilt sister No. 34053 *Sir Keith Park* for them to visit the gala. It will be a homecoming for *Sir Keith Park*, which spent several years on the WSR at Williton as a source of parts for sister No. 34046 *Braunton*, and was then little more than a Barry scrapyard hulk comprising a boiler, frames and wheels.

For the first time in more than 50 years two S&D 7F 2-8-0s will be together in the same livery.

The WSR had the two class survivors, Nos. 53808 and 53809, together for its 2006 S&D 40 event, but at that time No. 53808 was outshopped in non-authentic S&D Prussian blue as No. 88. Both locos are currently having their overhauls completed, No. 53808 having just passed its steam test, and the boiler expected to be placed back into the frames at Minehead by early December. Meanwhile No. 53809 is undergoing finishing touches to its overhaul at the Midland Railway-Butterley and recent issues with a steam pipe are now thought



S&D 7Fs Nos. 88 (53808) and 53809 climbing past Nethercott with a Minehead-bound train on March 17 2006. No. 88 was then in unauthentic S&D Prussian blue, but will reappear from overhaul in BR black. DON BISHOP

to be solved. The sight of two 7Fs hauling a passenger train was a relatively rare occurrence on the S&D, only occurring when Bath depot became particularly short of motive power for summer Saturday through holiday trains. The legendary lensman, Ivo Peters, was quoted as saying that he only ever saw the combination six times in all his years photographing the line.

Former S&D-based LMS 4F 0-6-0 No. 44422, which is currently under overhaul at Crewe, is expected to be completed in time to attend the gala and should be able to do 'light duties' which may well include doubleheading as pilot on some trains and goods and local train workings. It is to be based on the WSR for 25 years once returned to service.

It is likely to appear in a work-worn condition at the gala before entering the WSR's workshops for finishing off jobs and painting after the gala.

The WSR is also working to secure further locomotives for the event, which will ideally include a 'Black Five' and a smaller tank engine.

As has been the tradition at the WSR's S&D galas in the past, the line's 11 stations will be renamed to represent former S&D locations. The station names chosen are as follows; Norton Fitzwarren - Midsomer Norton; Bishops Lydeard - Templecombe (with train movements similar to the reversals regularly seen at Templecombe); Crowcombe - Shepton Mallet; Stogumber - Henstridge (smallest station on the S&D main line); Williton - Evercreech Junction; Doniford Halt - Stourpaine & Durweston Halt; Watchet - Burnham-on-Sea; Washford - Midford (it has the recreation of the Midford 'box on the platform; Blue Anchor - Bailey Gate; Dunster - Shillingstone; Minehead - Bournemouth West.

Former S&D trains will be recreated. The S&D was, of course, famous as a

quiet cross-country railway that hosted through express trains, particularly on summer Saturdays, and there is much photographic evidence of many different combinations of locomotives working trains of the line – and not just the famous 'Pines Express!' The WSR intends to celebrate this by listing details of particular trains and dates over the years with the appropriate locomotives for that working carrying the correct train reporting number. So, for example, if a 7F is piloting an original Bulleid Pacific on a gala working, organisers will research an occasion when such a combination ran in past times and then adorn the train with the correct headcodes and reporting numbers for that working.

The WSR is planning a photographers' session for March 8 in which some of the S&D locos attending the gala will be lined up for photography outside Minehead shed and the view from the main platform will be kept clear to offer plenty of photographic opportunities. The day will be hosted by well-known professional photographer and *Heritage Railway* contributor, Don Bishop, who has 22 years of experience in running photographic charter events.

→ **The WSR will stage an additional gala day for readers of *Heritage Railway* magazine on Wednesday, March 9, in between the two gala weekends. HR readers who turn up at WSR ticket offices with two vouchers that can be collected from the magazine in forthcoming issues will be able to purchase a one-day rover ticket for just £10. A standard train service will operate on this date with suitable S&D locomotives working all trains.**

LNER A3 poster sells for £24,000

By Geoff Courtney

AN iconic railway poster by acclaimed artist Alexandre Alexeieff sold for £24,000 at a Christie's auction in central London on November 5.

The striking poster, issued by the LNER in 1932, promoted the sleeper service between Edinburgh Waverley and London King's Cross, and featured the profile of a Gresley A3 Pacific against a moonlit and starry sky.

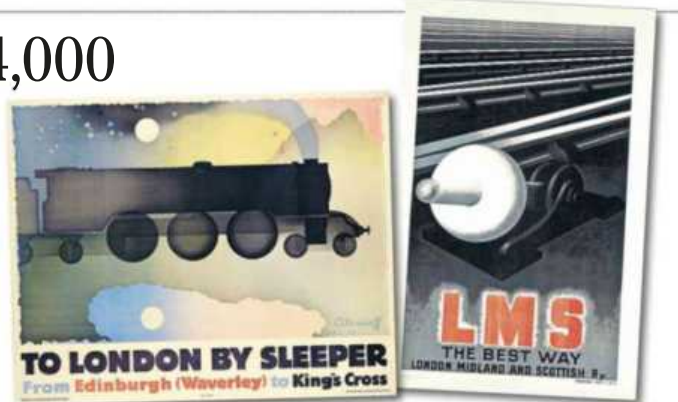
Although below Christie's pre-sale estimate of up to £50,000, the hammer price, which was inflated to £30,000 by the addition of 25% buyer's premium, was an illustration of the intense interest among collectors for poster art released by the Big Four before the Second World War.

The poster was similar to another by the same artist advertising the LNER's complementary London-Edinburgh

service, but a major difference was this northbound Down version advertised 'The Night Scotsman', whereas the Up version sold at Christie's did not, as the train from Waverley to King's Cross was unnamed until 1939.

Richard Furness, the UK's leading railway poster specialist whose highly successful Poster to Poster series of coffee table books has helped fuel the interest, said of the Alexeieff poster: "It is interesting and unusual, although not that colourful. His posters always attract attention, but his style is not to everyone's taste."

Alexeieff was born in Russia in 1901 and in 1921 settled in France, dying at the age of 81. He was a talented artist whose career included illustrating 41 books, but he is most famous for inventing pinscreen animation in the early 1930s in conjunction with his second wife, American-born Claire Parker.



A second Big Four poster that caught the eye at the Christie's auction was 'LMS the best way', dating from 1928, which sold for £3500 (£4375 including buyer's premium). One of just 50 issued by the LMS, the poster was the work of Adolphe Mourin Cassandre, whose initials were signed on the poster.

Cassandre, a Ukrainian-French artist renowned for his work with the

Compagnie Internationale des Wagon-Lits, was coincidentally born in the same year as Alexeieff, and died in 1968.

The auction featured 155 vintage posters, advertising not only railways but other travel, fashion, food and sports brands. Further details of other railway posters sold in the auction will be included in Geoff Courtney's railwayana column in next month's issue of *Heritage Railway*.



LNER A1 Pacific No. 60163 *Tornado* runs down Eardington bank during a Russ Hillier photo charter on the Severn Valley Railway on October 8. KEVIN WHITEHURST

Prince Charles wows Wirksworth

PRINCE Charles took a ride on the Ecclesbourne Valley Railway during his October 23 tour of Derbyshire.

The Prince of Wales met the dedicated volunteers who both restored the line and the 1959-built Class 119 railcar in which he travelled.

The Prince began his day in Buxton and met representatives of the local farming community before arriving at Wirksworth station shortly after lunchtime.

Met by a large crowd including local schoolchildren of the town's infants and junior schools, he unveiled a place commemorating his visit and received a commemorative volume describing the history of the branch and its restoration.

Also in attendance were local MP and transport secretary, Patrick McLaughlin, who congratulated the railway on its achievements, Coun Albert Catt, vice-chairman of Derbyshire Dales District Council and William Tucker, Lord Lieutenant of Derbyshire.

On board, the Prince discussed the history of the line with groups of volunteers and met the team which restored the DMU from a shell to award-



The Prince of Wales unveils a plaque commemorating his visit to the Ecclesbourne Valley Railway with the line's director of testing and training Martin Miller (left) and general Mike Evans (centre) in attendance. EVR

winning condition

He was served an Ecclesbourne Valley cream tea with honey, the Prince's favourite, served by the line's catering team. Upon arrival at Duffield, the Prince praised the efforts of the railway's volunteer team as a whole and then



The Prince contemplates the controls of the Class 119 railcar at Wirksworth. EVR

departed by car to his next appointment.

An EVR spokesman said: "With the railway transformed from a disused blot on the landscape to a centre of excellence for restoration, testing and training, to receive the accolade of a royal visit is a great reward for two decades of effort."

NYMR adjusts its timetables

LINESIDE rumours that the North Yorkshire Moors Railway is to cut its timetable in 2016 and 2017 because of a locomotive crisis have been dismissed by the line's officials.

However, the railway's low season green timetable – which at times has seen four engines in steam daily in April and October against a planned use of three steam and one diesel – is being cut in 2016 to reduce the requirement to two steam and one diesel in order to reduce the strain on loco crews, operating staff and provide more time for maintenance.

Other services throughout the year remain on a par with 2015, and it is hoped that pressures on the locomotive department will be eased with Nos. 44806 and 61264 returning to replace the now-withdrawn Nos. 60007 and 61994, with No. 34101 and a possible visiting engine bolstering the fleet.

The process of planning the 2017 timetable has yet to start, but it is recognised that there is a need to match the service with the available resources, so that the timetable that emerges is one that can reliably delivered.

It is therefore possible that the number of departures from Whitby may be reduced but no decision has been taken.

Dean Forest plans commuter services to Cinderford

THE Dean Forest Railway has announced plans to run commuter and freight trains. Already planning to extend from Parkend to Cinderford, the line's officials want to run regular daily DMU commuter services alongside the weekend steam timetable, and introduce freight traffic

to Cinderford's Northern Quarter regeneration when that is developed.

The line's civil engineering director, Jason Shirley, and sales and marketing director, Stuart Williams, have outlined their plans to a recent meeting of Cinderford Town Council.

Officials believe that an extension can be completed within seven years, giving the heritage line a total of 10 miles.

Jason said: "Both communities are expanding so it's logical to improve communications without bringing more traffic to the roads."

Flying Scotsman frenzy!

By Robin Jones and Roger Melton

WEEKS before it turns a wheel, the nation is taking *Flying Scotsman* to its heart once more.

So many people tried to buy tickets for the A3's comeback weekends in wartime black as No. 103 on the East Lancashire Railway that the heritage line's website crashed.

The tickets went on sale on October 16, and the sheer volume of demand for the tickets to travel behind the locomotive on January 9-10 and 16-17 left ELR officials stunned.

"There were a few technical hitches but everything is fine now," said ELR marketing manager Kate Walker, adding that around two thirds of the tickets had been sold.

Bought for £2.31 million in 2004 following a nationwide appeal, the overhaul, begun in early 2006 in the NRM's workshops and completed by Ian Riley at Bury, has cost a record £4.2 million.

On October 26, the North Yorkshire Moors Railway began selling tickets for its March 12-20 (with breaks on the 14th and 18th) planned week of running *Flying Scotsman* in BR Brunswick green as No. 60103. Nearly 25% of the available tickets were sold on the first day, and one coach tour operator alone booked 800 seats with the prospect of wanting more.

By the end of the first week of November, around two thirds of the available tickets had been sold and around 50 enquiries a day were coming in. The trains were originally planned to comprise six Mk.1s but more are expected to be added, up to a limit of eight, to cope with the demand. As the services approach being sold out, it recommended that prospective passengers contact the NYMR's customer services on 01751 472508 to confirm availability of seats.

All services run from Grosmont to Pickering and return. Passengers cannot join the train at Pickering, but there will be a train service in the opposite



Plane passengers talk to railway passengers hauled by *Flying Scotsman* while both speed at 90mph in March 1932. DAILY HERALD ARCHIVE/NRM

direction for those who may wish to park at Pickering. Originally planned to be a DMU service, likely demand means that consideration is being given to making this a steam-hauled service, also providing an opportunity for those unable to travel behind *Flying Scotsman* to at least see it in action.

Service with Style

With no firm date set for *Flying Scotsman's* inaugural run – in BR Brunswick green as No. 60103 – at the end of February, on November 6 owner the National Railway Museum began selling tickets for Service with Style, a new exhibition that will run from March 25-May 8 and which allows the public to experience the glamour and luxury of the 'Flying Scotsman' service throughout the eras.

The exhibition uses three carriages of the type on the historic 'Flying Scotsman' route and archive news footage to allow visitors to experience a story of speed, innovation, fame and luxury, from 1920s cinema cars to 1930s cocktail bars, "in a sensory way".

The East Coast Main Line's flagship 'Flying Scotsman' service was renowned for innovations like the cinema car, cocktail bar and hairdressing salon along with continual headline-grabbing publicity stunts from the very first of the 'Flying Scotsman' in 1875, long before the locomotive that took its name was built in 1923. Tickets cost £8.

In addition, a free Stunts, Speed and Style display at the museum over the same dates will explore the history of the high-speed service, from the 1890s

through to the swinging Sixties. The star attraction will be *Flying Scotsman* displayed with the dynamometer car that demonstrates its capture of the official world speed record at 100mph on a London to Leeds run on November 30, 1934.

Visitors will be able to get on board the cabs of four locomotives – the others including GNR Stirling single No 1. GNR C2 4-4-2 No. 990 *Henry Oakley* and Class 55 Deltic D9002 *Kings Own Yorkshire Light Infantry* – that also hauled the iconic train which departed at 10am, carrying business and leisure travellers between London and Edinburgh.

Special photography sessions

Exclusive access mornings will also be held between 8am and 9.45am on April 1, 11, 15, 20 and 30 as part of Stunts, Speed and Style.

Following the comeback run from King's Cross to York – widely speculated to be Saturday, February 27 – between 8am and 10am, and 6.30pm and 8.30pm each day between February 29 and March 1, there will be special photography events for those who want to avoid the crowds and photograph *Flying Scotsman* outside in the North Yard. Tickets cost £25 per person.

Also in February – on a date to be confirmed – the NRM will hold a 'Welcome Home Scotsman' event, at which visitors will be able to see the newly restored locomotive in its latest guise on public display for the first time.

Another free exhibition, *Starring Scotsman*, which will run from February

to June 19 in the York museum's gallery, focuses on the celebrity of the A3 from glamorous modernist icon, film star and world record breaker, to a symbol of the railway preservation movement and modern-day national treasure.

Between July 23-31, *Flying Scotsman* and the Shildon Shed Bash at the Locomotion museum in Shildon will see the A3 in light steam daily on the events apron with special guest locomotives in attendance. Admission is free, and there will be cab access, themed family events and photography events.

NRM director, Paul Kirkman, said: "We are also thrilled to offer a unique opportunity to experience the essence of *Flying Scotsman*, the most famous locomotive and express train service in the world, first-hand at our museum, through a series of innovative and colourful exhibitions and events."

Following the publication of dates for its main line itinerary next year, in recent weeks, local newspapers across Britain have been carrying regular stories and updates about when *Flying Scotsman* is to visit their locality. Judging by the reception meted out to new-build A1 Pacific No. 60163 *Tornado* when it debuted on the main line in 2009, stations along the routes over which it travelled were packed with sightseers.

When *Flying Scotsman* last returned to the national network after overhaul by former owner the late Dr Tony Marchington on July 4, 1999, police estimated that a "million" people lined the ECML between London and York to see it.

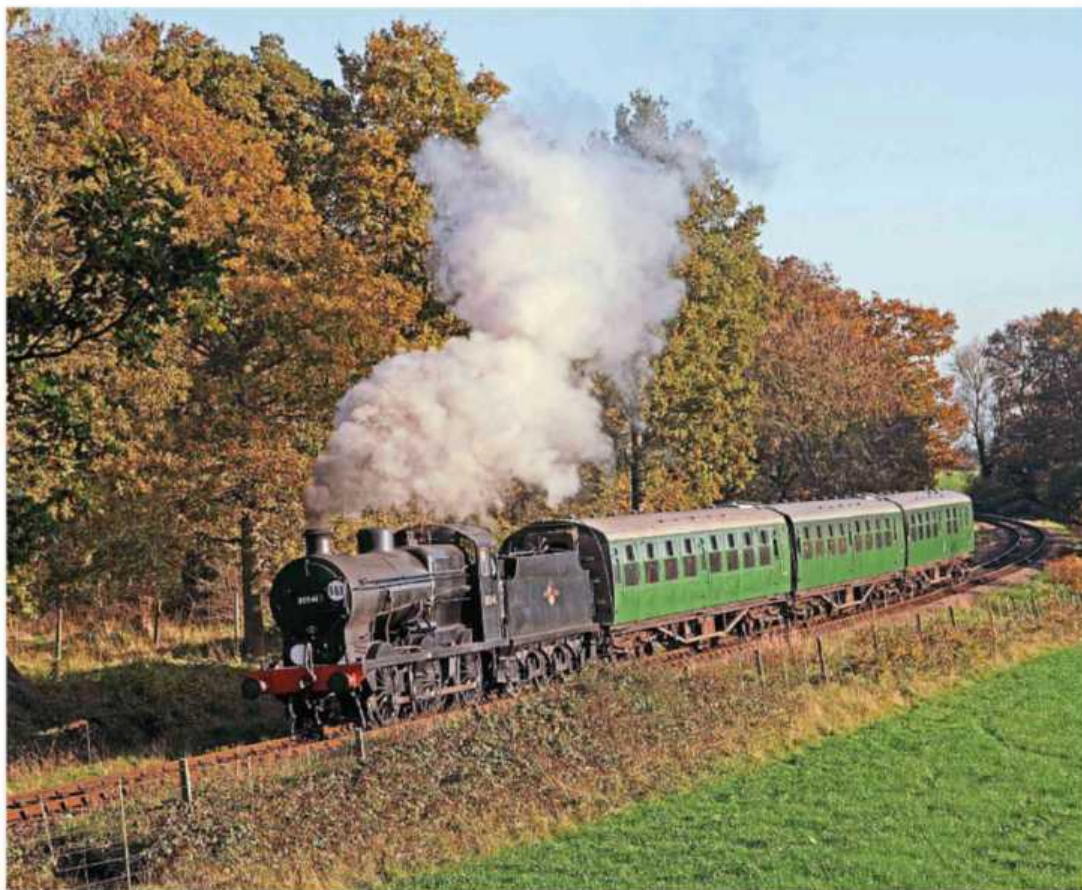
Bluebell wants a general manager

THE Bluebell Railway has advertised the post of a full time general manager.

The line's plc has not had such a position for several decades.

Full details of the post can be found at www.bluebell-railway.co.uk/bluebell/recruit/index.html

The closing date for applications is noon on November 30.



SR Q class 0-6-0 No. 30541 tops Freshfield bank with a Jon Bowers photo charter on November 2. KEN WOOLLEY

Poles apart on Wight

THE Isle of Wight Steam Railway, with the support of British Telecom, is in the process of extending its insides telegraph pole route.

Eventually intended to run the full five-mile length of the railway, activity is initially focusing on the 1½-mile section between Haven Street and Wootton.

So far 29 new poles were planted last winter and a large number of existing ones were straightened. Now work is proceeding with the fitting of cross-trees and insulators. BT has been assisting with the work by donating used but serviceable poles.

Telegraph poles and wires were once a common sight alongside railway lines. As communication and signalling methods advanced, these features have all but disappeared from the national railway network, with only the occasional glimpse of a severed pole wire stay as evidence of their existence, but the characteristic fall and rise of the wires between poles as seen through the carriage window was a mesmeric feature of journeys in the past and one rarely reproduced in preservation.

Call to restore 'forgotten' National Collection engine

By Robin Jones

WHILE the world eagerly awaits the return of *Flying Scotsman*, the world's most famous locomotive, another steam locomotive from the National Collection has lain forgotten and in pieces for several decades.

The components of the standard gauge 'Ince Tram loco', Beyer Peacock 0-4-0 No. 2734 of 1886, have been in long-term storage at Crich Tramway Museum in Derbyshire, without any indication that they will be reassembled in the near to medium-term future.

One of more than 200 built to general design by Wigan man William Wilkinson between 1881 and 1886 supplied by Krupps of Essen new to the Manchester, Bury, Rochdale & Oldham Tramway Company where it became No. 84 in its fleet. It last ran in the Royton area around 1905 and was replaced when the tramways became all electric in that era, with very few of the tram locomotives surviving.

It became one of four sold on to the Ince Forge Co, later William Park Forgemasters, at Ince near Wigan, and worked there for nearly 50 years. Driven from both ends, it could haul 60 tons around the internal foundry railway system. It was replaced by a diesel shunter in 1954.

As its owners were aware of the historical importance of the old steam tram that drivers and workers called "Owd Annie", (the reason for the name seems lost in time), it was presented to the British Transport Commission soon after it was retired.

It was stored in the open near the British Railways' Crewe Works paintshop from



Beyer Peacock 0-4-0VBT No. 2734 of 1886 at Dinting Railway Centre in the 1970s. GEOFF SILCOCK COLLECTION



'Owd Annie' at Dinting in the 1980s, after deteriorating in the open. GEOFF SILCOCK COLLECTION

the mid-1950s, and was believed to have appeared on the official British Transport Commission preservation listing around that time, along with the locomotives saved for posterity by the Big Four such as *City of Truro*, Midland Compound No. 1000, Stirling Single No. 1 and *Hardwicke*, as well as others latterly by a consultative panel. This listing became the embryonic National Collection and the genesis of the National Railway Museum.

After open storage at Crewe, "Owd Annie" appears to have returned to store, possibly at Brighton Preston Park and arrived at Dinting Railway Centre, where its condition deteriorated in the open. After Dinting closed in 1991, it passed to the Manchester Museum of Science and Industry as a kit of parts, arriving at the National Tramway Museum at Crich around 2002-03.

A similar tram engine, Beyer Peacock 0-4-0 No. 6413, supplied new to the Adelaide Tram system in New Australia in 1885, has returned to run at Crich.

Heritage Railway columnist Geoff

Silcock, who is calling for a fresh restoration scheme to be drawn up, said: "At present most people are not even aware that 'Owd Annie' even exists.

"My interest in it was kindled when a colleague offered me a 7mm scratch-built model of it.

"I saw it at Crewe c1959, along with the stored last Webb Coal Tank No. 58926 and a Ramsbottom 'special tank' 0-6-0ST which was one of the Wolverton coach works departmental shunters.

"This loco survived to be presented for preservation in the mid-1950s, which makes it a precursor of the present-day preservation movement. It is a true 'missing link' and deserves a much better fate than this.

"Together a solution should be forged: 'Owd Annie' could make a good subject for apprentices somewhere. It is no bigger or complicated than an average traction engine.

"Very few UK-built tram locos from the Victorian era survive anywhere, and certainly not in steam, and the 'missing

link' is a unique bridge between railway and tramway.

"What makes it such a travesty, is that after surviving all that time, it is at present a non-entity, and seemingly with no future in our lifetimes."

"Surely this great survivor will not celebrate its 130th anniversary year in 2016 as 'a former tram loco now in 10 crates'?"

Crich curator Laura Waters said: "The locomotive features in our business plan and while the broad intention is to return it to steam, it is a very long-term project. At present it is in our off-site store where a volunteer is cataloguing the parts as it did not come with a full inventory."

A NRM spokesman said: "The locomotive is not part of the National Collection we have custodianship of. It was part of the collection at the Manchester Museum of Science and Industry in 2001 but we believe it was transferred to the National Tramway Museum around 2002-03."

Giants return to the Bluebell

By Peter Hollands

IT HAS been a long time coming but finally, over the weekend of October 31-November 1, the popular Giants of Steam gala has made its return to the Bluebell Railway after a break of five years. The completion of the northern extension to East Grinstead and restoration of larger engines to working order has enabled sufficient resources to be made available to schedule the event once again.

With good weather and a mix of locomotives, it was clear that the railway had another potential winner on its hands to follow up on the Deltic gala held earlier this year. Reports suggest that it was one of the railway's busiest

ever galas with a queue forming from Sheffield Park station right back to the main road at 8.30am on Saturday.

Two visiting locomotives were booked for the event. SR Maunsell Schools 4-4-0 No. 925 *Cheltenham* from the Mid Hants Railway arrived by road the week before the event and LNER A4 4-6-2 No. 4464 *Bittern* stood in for BR Standard Pacific No. 70000 *Britannia* – which was unable to attend due to what was rumoured to be a slipped tyre problem sustained during its last main line excursion from Westbury to Kingswear and return the week before the gala on October 24.

By all accounts, *Bittern* proved to be a more than adequate replacement having arrived by road from the Mid Hants Railway two days earlier and

within days of expiry of its boiler certificate. Fast footwork by the Bluebell's locomotive director Chris Hunford and his team, resulted in the appearance of *Bittern*. Chris said that this was an amazing result and passed on his gratitude to Locomotive Services Ltd and the Mid Hants Railway for making the visit possible at such short notice, particularly as this was likely to be *Bittern's* last appearance before overhaul.

Ex-works condition

As well as the two visiting locos there was the chance to see the public unveiling of BR Standard 5MT 4-6-0 No. 73082 *Camelot* running in ex-works condition and for the first time with nameplates since the recent completion of its restoration.

Engines from the home fleet included SR Maunsell S15 4-6-0 No. 847 which double headed with *Cheltenham* during Saturday; Maunsell Q class 0-6-0 No. 30541 which provided goods as well as passenger workings on Saturday and SECR P class 0-6-0T No. 323 acting as station pilot at Sheffield Park.

An intensive running schedule saw trains departing northbound from Sheffield Park every 45 minutes, interspersed with arrivals from East Grinstead with all engines facing in the London direction.

All trains appeared to run to time throughout the two days and were well loaded. The relief parking in the field at Sheffield Park quickly became full, necessitating a second field to be



Visiting Schools 4-4-0 No. 925 *Cheltenham* south of Horsted Keynes, with the 3.45pm from Sheffield Park on October 31. PHIL BARNES

opened up. Added attractions at the event included public access to the Sheffield Park workshop and Atlantic House where recent advances to the new-build construction of Brighton Atlantic replica No. 32424 *Beachy Head* could be viewed.

Alongside Atlantic House, the frames of the project to convert BR Standard 2MT 2-6-0 No. 78059 into a tank version No. 84030 could be seen. Guided tours of the carriage and wagon workshop at Horsted Keynes featured, together with a railway artist's exhibition and model railway.

Commercial director Tim Baker said visitor numbers of more than 3000 had exceeded expectations over the two days.



BR Standard 5MT 4-6-0 No. 73082 *Camelot* returned to service and heads away from Horsted Keynes. MICK ALDERMAN



SR Q class 0-6-0 No. 30541 floodlit at Horsted Keynes. ANDREW STRONGITHARM



LNER A4 Pacific No. 4464 *Bittern* heads uphill past Freshfield. PETER HOLLANDS

IN BRIEF

→ ISLE of Man Railways' employee John Smith, who started as a master plate layer in January 1973, (making him the last remaining employee to have started working for the line before it was nationalised in 1978), worked his final shift on November 12, before retiring from his post as operations assistant.

→ THE Dartmouth Steam Railway is to take Pete Best's USATC S160 No. 2253 on a 10-year loan. With several based at Newton Abbot, the type ran on the Kingswear line in the Second World War.

→ THE Seaton Tramway is to run its own version of the Polar Express using specially decorated single deck trams on December 4-6, 11-13 and 18-24. More details are available at www.tram.co.uk.

→ FIFTEEN years after it was repatriated from Australia, the restoration of GWR 4-6-0 No. 4079 *Pendennis Castle* has reached the stage where the boiler has been reunited with the frames at Didcot Railway Centre.

→ THE £145,000 contract overhaul of the Isle of Wight Steam Railway's Ivatt 2MT 2-6-2T No. 41313 by the East Somerset Railway at Cranmore is progressing rapidly, with the locomotive rewheeled and a start made on refitting the pistons, valves and slidebars.

→ THE Heritage Lottery Fund's development grant given to the Bluebell Railway's ASH Project was £30,000, not £330,000 as incorrectly stated in our last issue.

→ THE boiler for new-build GWR 4-6-0 No. 2999 *Lady of Legend* passed its internal cold examination in October.

→ CLASS 31/4 No. 31430 has been reunited with its *Sister Dora* nomenclature following its repaint into BR corporate blue livery at the Mangapps Railway.

→ CLASS 46 No. 46045/D182 has completed a major step in its overhaul by moving under its own power for the first time in four years at the Midland Railway – Butterley. Work completed includes major bodywork repairs and a top end engine overhaul.

→ THE Churnet Valley Railway has completed the overhaul of BR Mk.1 Brake Second Compartment coach No. M35473, transforming its former parcels and luggage storage area into an open access saloon.

→ Another milestone in the construction of the Groudle Glen Railway's replica Bagnall 2-4-0T *Brown Bear* has been passed with the delivery of two cylinders fully machined by the Isle of Man Steam Packet Company in Douglas.

Bradley Manor is back

By Paul Appleton

THE Severn Valley Railway's workshops at Bridgnorth have successfully completed the overhaul of a second main line locomotive this year, following the completion of ex-GWR No. 7802 *Bradley Manor* in the autumn.

The entry into service of the 1938-built former Cambrian Coast stalwart follows the successful return earlier this year of Bulleid West Country No. 34027 *Taw Valley* and keeps the railway on target to have up to 10 locomotives available for its operations without having the expense of hiring in locomotives from elsewhere.

The overhaul of No. 7802, owned by the Erlestoke Manor Fund, has seen most of its bottom end overhauled by its members at Tyseley Locomotive Works, while the boiler has been refurbished in the boiler shop at Bridgnorth and final assembly carried out in the railway's workshops over the past few weeks.

Bradley Manor first moved under its own power on November 4, with further test runs taking place on November 7 and 8. With works manager Ian Walker reporting "no problems", the locomotive was rostered for the Manor 50 event the following weekend.

No. 7802 was due to team up with sisters No. 7812 *Erlestoke Manor* and visiting No. 7820 *Dinmore Manor*.

However, the planned extraction of No. 7819 *Hinton Manor* from display at the Swindon Designer Outlet didn't come to fruition, although that locomotive could have played only a static part in proceedings anyway.

A potential imminent third steaming was that of Port Talbot Railway/GWR 0-6-0ST No. 813, which has its boiler back in the frames and is undergoing final reassembly in the main workshops. The 813 Fund-owned locomotive has had new coupling rods forged and machined as its old set were life expired.



GWR 4-6-0 No. 7802 *Bradley Manor* arrives at Hampton Loade during running-in on the Severn Valley Railway on November 8. KENNY FELSTEAD

Underpowered for normal service trains but it should be available for the railway's 2016 spring steam gala employed on 'local train' services before being made available to the locomotive hire circuit.

Work in the boiler shop is now focused on ex-GWR 0-6-0PT No. 7714. The boiler was trial fitted into the completed frames to set the new boiler barrel section lengths, as there are some minor variances between the locomotive and No. 5764 which previously carried the boiler. The rear dragbox has also been dismantled so that heavily corroded sections can be replaced.

BR Standard 4MT 4-6-0 No. 75069's boiler is also now inside the boiler shop and the foundation ring has been removed, along with the copper tubeplate. On the contract boiler repair front, the boiler for IoMR No. 11 has been finished and is currently being tested.

In the main workshops, repairs to Manning Wardle 0-6-0ST *Warwickshire* continue, with new axlebox crowns machined. Stanier 5MT 2-6-0 No. 42968 has four new valve liners on order following removal of the old ones which it has been decided are too close to their limits for reuse.

Betton Grange boiler appeal hits £72k

THE 6880 Betton Grange Society held a highly successful members' day on October 31, when around 40 members were able to witness the latest progress with the building of the GWR 4-6-0 in the Llangollen Railway's engineering workshops.

With newly fitted buffers, lamp brackets and vacuum pipe, the front end is starting to look the part. Possibly the most encouraging sign was to see the boiler intended for No. 6880 – that from former Modified Hall No. 7927 *Willington Hall* – positioned alongside the Grange chassis inside the workshop, with work progressing on preparation of the former 'Barry 10' boiler for full overhaul to main line standards.

The 225 Boiler Club appeal, launched at Steel, Steam and Stars IV in March, and of which *Heritage Railway* magazine



GWR 4-6-0 No. 6880 *Betton Grange* stands in the Llangollen Railway workshops on October 31, with the boiler from No. 7927 *Willington Hall* alongside, which is being overhauled for use in the Grange. PAUL APPLETON

became the first 'member', has now reached £72,000 following donations from supporters at the members' day event.

Members enjoyed a return trip to Corwen and a light lunch behind the society's 'sister' engine, large prairie No. 5199, which was restored by a nucleus of 6880 members before the project was launched in the 1990s.

Work is currently focused on

completion of the brake system and preparation of valve gear components, along with final alignment and securing of the new cylinders to the frames.

Work on overhauling the boiler will commence once the fund reaches the halfway point of the projected £225,000 target, with a view to completing the work within 18 months.

→ Further details are available at www.6880.co.uk

Drama collaboration earns NRM a top national award

By Robin Jones

THE Heritage Railway Association's Interpretation Award for 2015 has been won by the National Railway Museum for its collaboration with York Theatre Royal.

While the theatre has been undergoing major refurbishment, it was given a temporary home by the museum and allowed to use some of the exhibits.

The Signal Box Theatre was built in the NRM's yard, mainly for the acclaimed summer production of E. Nesbit's classic 'The Railway Children', but the Great Hall itself saw a community stage production involving more than 200 amateur actors. The play, 'In Fog and Falling Snow', told the story of 'Railway King' George Hudson, who was played by George Costigan, the only professional actor in the entire cast, and included several major locomotive exhibits.

NRM director Paul Kirkman said: "We're delighted that the ground-

breaking partnership between the National Railway Museum and York Theatre Royal has received the Heritage Railway Association's Interpretation Award. Having the theatre resident at the museum during its £4.1 million redevelopment has been a great opportunity for us, as their storytelling knowledge has truly brought to life the fantastic items in the National Collection through the medium of drama.

"It's very gratifying for both institutions to be recognised at this level, having pooled our resources, expertise and enthusiasm over the past year to engage audiences in railway heritage in new, exciting ways.

"After receiving rave reviews for our community production 'In Fog and Falling Snow' and the triumphant return of 'The Railway Children', both organisations are looking ahead to the opening night of the much-loved York Theatre Royal pantomime, Dick Whittington and his Meerkat, on



He's a winner: York Theatre Royal artistic director Damian Cruden speaking at the press preview night of the latest production of *The Railway Children* in the Signal Box Theatre on August 5. ROBIN JONES

December 10. With a strong history of mutually beneficial partnership behind us, both organisations look forward to continuing to collaborate once the theatre returns home to its fantastic new location next year and well into the future."

The theatre's artistic director Damian Cruden said: "We are delighted to have been a part of the NRM's year and to be cited in the award is very gratifying.

The work created has been beneficial to both organisations and has undeniably offered something new to the NRM's audience.

"We hope to share this with other organisations in the future and have a continuing programme of work to further develop the ideas already in play. This is great news for the NRM and we are delighted for all our colleagues at the museum."



LNWR Webb Coal Tank 0-6-2T No. 1054 approaches Oakworth during the Keighley & Worth Valley Railway gala on October 9. ANDREW DENNISON

B17 frames made

THE frames and buffer beam of new LNER B17 No. 61673 *Spirit of Sandringham* were cut and machined at the Boro' Foundry's works in Lye in the West Midlands in August, prior to delivery to Llangollen on September 9.

As with the new P2 2-8-2 project, Tim Godfrey, grandson of designer Sir Nigel Gresley, performed the start-up process. At Llangollen, the frames have been temporarily erected prior to the correct stays becoming available.

→ More details of the project can be found at www.b17steamloco.com

Lottery boost for Stainmore water tower

THE Stainmore Railway has been given £10,000 by the Heritage Lottery Fund towards its 'World of Water' project to provide an NER water tower, water crane and an educational area.

The project will provide a functioning water supply to the growing steam fleet at Kirkby Stephen East which will include the now unique NER J21 0-6-0 No. 65033.

It was initiated by the Birdsall Estate's gift of the NER water tank at Wharrah station on the defunct Malton to Driffield line, and the North Norfolk Railway's decision to allow Stainmore to have an NER water crane.

Eridge signalbox demolished

THE long-running saga of the future of the signalbox at Eridge, the southern terminus of the Spa Valley Railway, has been finally concluded by Network Rail demolition contractors.

The 'box had been retained unused since 1990 as part of the overall package of station facilities left for future heritage use when the Oxted-Uckfield line was singled and resignalled, but its reactivation was always hampered by its position. With the Spa Valley and Network Rail single tracks running parallel past the 'box, its position on the west side of the site placed it on the wrong side of the line for heritage operation.

So, 25 years after being retained for future heritage use, the 1880-built 32-lever 'box was quickly demolished on the morning of October 17.

Southern pair for big GCR gala

TOPPING the bill at the Great Central Railway's January 29-31 winter steam gala will be Bulleid Battle of Britain Pacific No. 34053 *Sir Keith Park* from the Severn Valley Railway, and John Bunch's Maunsell U 2-6-0 No. 31806 from the Swanage Railway.

Six locomotives from the home fleet will be in steam, with a total of five engines running on the Friday and all eight over the weekend. An intensive timetable will feature freight trains, travelling post office demonstrations and doubleheaders.

IN BRIEF

→ **TYSELEY Locomotive Works** director Vic Michel, grandson of a GNR railwayman has become the new chairman of the Scottish Railway Preservation Society, succeeding John Evans, who had held the post for six years. Among the targets in his new post are overseeing a Heritage Lottery Fund application for a new steam facility and raising the necessary funds to purchase and cosmetically restore the Stanier 8F repatriated from Turkey.

→ **SUFFOLK'S** Leiston Works Railway is to restore a 1936-built LMS brakevan which had been standing on a redundant factory siding at Wroxham for the past 30 years before being taken by road to Eastlands Industrial Estate, to give passenger rides on its planned steam line between the Long Shop Museum and the town station, for which it has already bought much of the land. The trips will be hauled by the museum's restored Aveling & Porter 0-4-0 geared steam engine *Sirapite*.

→ **THE Mid-Norfolk Railway** has offered locomotive servicing facilities to DRS locomotives currently operating the Stowmarket-based Rail Head Treatment Train services. The use of facilities will be available throughout the operating season and DRS locomotives have already been noted at Wymondham and Dereham as they traverse the MNR system.

→ **PLAQUES** have been unveiled to mark the 150th anniversary of the opening of Shropshire's Bishop's Castle Railway which linked the town to Craven Arms and the line between Shrewsbury and Hereford in Shropshire. The date also marks the 80th anniversary of its closure. The plaques are at Craven Arms station and Station Street in Bishop's Castle.

→ **THE pair of Class 50 diesels** (Nos. 50007/50) currently resident in BR corporate blue livery at Boden Rail in Washwood Heath, Birmingham, have had their original D-series numbers replaced and now carry their respective D4xx number on the second man's cabside and the TOPS number on the driver's cabside.

→ **CLASS 25/3** D7629/25279 was moved from Ruddington on the Great Central Railway (Nottingham) on October 14 to the Ecclesbourne Valley Railway in preparation for the 2016 operating season.

→ **MECHANICAL supervisor John Whitby** will take over as the Nene Valley Railway's acting general manager from when Hannah Hackett retires at the end of January.

Boiler barrel for new Standard 3MT tank delivered to Bridgnorth

By Robin Jones

THE South Devon Railway is to build the firebox for the Severn Valley Railway-based 82045 Steam Locomotive Trust's new BR Standard 3MT 2-6-2T No. 82045.

The Buckfastleigh works has given a completion date of late April for completion of the firebox and tubeplates as a kit of parts. A quantity of copper for the inner firebox has been ordered by the SVR and will be stored until needed.

The plan is that these will be assembled by the Severn Valley Railway and that the engine will carry on its maker's plates the proud legend Built at Bridgnorth.

The success of the 82045 Steam Locomotive Trust's £300,000 boiler appeal, boosted by donations of £7000 during the Severn Valley Railway's four-day autumn steam gala after more than £200,000 was raised in 18 months, also led to an up-front payment to Black Country firm Barnshaws for rolling the boiler barrel, which has now been delivered to Bridgnorth.

The cab roof has been fitted to the cab side sheets and lifted into place on the locomotive frames, which along with the temporary fitting of the smokebox has given observers a good impression of



The boiler barrel for BR Standard 3MT No. 82045 at Bridgnorth on November 2. TONY MASSAU

how the finished locomotive will look.

The spring hanger forgings have been receiving attention along with the bearing housings for the brake shaft. The axleboxes for the driving wheels are all back from being white-metalled by a specialist Birmingham firm, while new steam brake cylinder has also been ordered. The coupled wheelsets ready and waiting at the SDR, and once the axlebox assemblies are finished, the frames will be ready to receive the wheels, creating a rolling chassis.

The Ffestiniog Railway is due to build the side tanks at Boston Lodge over the winter. They will be painted and lined out by the SVR volunteer team of Andy Williams and Gary Townley.



The new 2-6-2T has a cab fitted at last. TONY MASSAU

Following the success of the group's 'Eardington Explorer' fundraiser earlier this year, a second has been announced for Friday April 22, 2016, again using GWR No. 1450, this time on a return trip between Bridgnorth and Highley, which will pause at the normally out-of-use Eardington station on the return journey. Visit www.82045.org for further details.

→ If you would like to become involved with the 82045 project, please get in touch with Mrs Barbara Massau, Membership Secretary, The 82045 Steam Locomotive Trust Ltd, Highlea, 4 Southfield, Prestbury, Cheshire SK10 4XF, telephone 01625 82045, email barbara.massau@ntlworld.com

Fresh bid to search for Nazi gold train begins

POLISH authorities have approved fresh attempts using ground-penetrating radar to find the Nazi treasure train allegedly buried in Lower Silesia. The fieldwork involving two independent teams along the railway between Wałbrzych and Wrocław began on November 9.

The first team includes Pole Piotr Koper and German Andreas Richter, who originally claimed in August that they had found a 98-metre long "armoured train" with gun platforms and a cargo of "precious metals" 70 years after it pulled out of Wrocław, as reported in *Heritage Railway* issue 207.

The pair claimed to have detected it up to 30ft underground in a railway tunnel, and want 10% of the value as a reward.

Specialists from the University of Science and Technology in Krakow comprise the second team. The teams are permitted to use different measuring equipment and detectors but are not allowed to dig or drill.

In October the Polish military forces, including a bomb squad, completed tests at the suspected site and declared it free of hazardous material. Deputy Culture Minister Piotr Zuchowski has gone on record saying said that he was "more than 99% sure" the train exists after seeing ground-penetrating radar images provided by Koper and Richter. Treasure apart, the story has given rise to speculation that a steam locomotive may be buried with the train.

Legend has it that three Nazi gold-laden trains were buried in secret underground tunnels built in early 1945 and which contain 300 tons of looted gold, weapons, artwork and jewellery. There is an expansive network of secret underground tunnels near Wałbrzych, including around, Książ Castle, which Hitler wanted as his base of Eastern European operations. One story claims that the train entered a tunnel near the castle and never came out again. The tunnel was later sealed up and forgotten.

Farewell to Deltic saviour David Carter

DAVID Carter, the first chairman of the Deltic Preservation Society, died on October 7 after a short illness.

David, 71, was chairman from October 25, 1980 until April 22, 1983 during which time he helped establish the society as the custodian of three of the six preserved production Class 55 Deltic locomotives.

His period of office included the purchase of D9009/55009 *Alycidon* and D9019/55019 *Royal Highland Fusilier* in 1982, shortly after their withdrawal by BR, and their move from Doncaster Works to service on the North Yorkshire Moors Railway.

David lived at Norton, Stockton-on-Tees and prior to becoming chairman he had been the Railtours Officer from April 1979, supported by his wife Vera Carter, and local co-ordinator for the north east from January 1978.

He is survived by his wife and two children.



The new station at Lawley Village with GWR-style pagoda. ALISTAIR GRIVE

Official opening for Lawley Village station

THE Telford Steam Railway has officially opened its northern extension to Lawley Village. On Friday October 30, a special train took VIPs and other invited guests from Spring Village to the new station for speeches by chairman Paul Hughes and long-time supporter Lord Grocott, who unveiled a plaque.

With the railway's Peckett 0-4-0ST No. 1722 of 1926 *Rocket* out of action, the special train was comprised of the line's two-car DMU.

The GWR style pagoda shelter at Lawley Village was erected and painted only in the week before the ceremony, after which the train and guests returned to Horseyay & Dawley for food and discussions on the railways expansion plans.

The pagoda is only a temporary arrangement and will in due course be replaced by a much larger building used elsewhere on the line.

The 500-yard northern extension to the new terminus had opened to



Paul Hughes (left) and Lord Grocott (right) with the plaque marking the opening of the new Lawley Village station. ALISTAIR GRIEVE

passengers on Easter Saturday, April 4. leaves left the railway with a Y-shaped running line, from Spring Village to Lawley and back to Horseyay, each of the arms of the 'Y' being just under a mile, and giving a total passenger journey of 3½ miles.

The next step is Doseley Halt, three quarters of a mile southwards towards Ironbridge and about two years away.

Moors Line water quality 'inconsistent' at Pickering

BR Standard 4MT 4-6-0 No. 75029 has been withdrawn from North Yorkshire Moors Railway traffic for winter overhaul work, which will include the replacement of its superheater flue tubes.

The last two months of its use were marked by problems with leaking tubes, thought to be caused by problems with water quality at Pickering.

Although the water is treated, the feed water varies in chemical composition because it is now supplied via a water 'national grid' and could come from anywhere, making it very difficult to achieve a consistent level of treatment. Wherever possible, engines take water at Grosmont where the quality seems to be more consistent.

Standard 4MT 2-6-0 No. 76079 and 'Black Five' 4-6-0 No. 45428 are also both to undergo valve and piston exams

before being made ready for Santa Special services. No. 76079 in particular has been intensively used in 2015, having run around 14,000 miles till the end of October. If, as expected, it runs around 1500 miles over the Christmas/ New Year period it will become the second highest annual mileage locomotive on the NYMR, beaten only by Standard 4MT 2-6-4T No. 80135, which ran around 18,000 miles one year.

Elsewhere in the shed at Grosmont, 'Black Five' 4-6-0 No. 44806 is undergoing axlebox repairs with its new tender body also due to arrive imminently; it is expected to return to traffic for the start of the 2016 season, while work continues on the boiler of Bulleid West Country 4-6-2 No. 34101 *Hartland*, which it is hoped to have ready for the start of the 2016 peak season.

Deltic moves to Locomotion

PROTOTYPE Deltic DP1 was moved from its temporary home at the Ribble Steam Railway on October 22 to the Locomotion museum at Shildon where it became part of the Diamond Deltic 60th anniversary celebrations of the class held over October 24-25. The event also included Class 55s

Nos. 55002 /019 and D9009 after which No. 55002 remained at Shildon to receive bodywork repairs and a repaint into two-tone green livery while D9009 conveyed No. 55019 to York and then continued to RVEL's Derby works to be repainted into BR corporate blue livery.

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Bulleid *Sidmouth* may be next Southern Locomotives' rebuild

By Robin Jones

REBUILT Bulleid West Country light Pacific No. 34010 – one of the forgotten locomotives of the heritage sector – may be brought back from the dead.

For decades, the rusting hulk of the locomotive, the 140th out of 213 to be rescued from Barry scrapyard for preservation purposes, has been widely considered a non-starter by many observers.

However, owner Southern Locomotives Limited may rebuild *Sidmouth*, its oldest BR locomotive, as its next project.

At the company's annual general meeting in Swanage on October 24, new chairman Simon Troy made the unexpected announcement that work may at last begin on No. 34010, when the current overhaul of Battle of Britain Pacific No. 34072 257 Squadron is complete.

A detailed study of *Sidmouth*'s components and how a major restoration project will affect the scheduled overhauls of the company's current operational fleet are to begin.

"It is now or never if we're going to bring *Sidmouth* back into steam," said Simon. "With the completion of No. 34072 we will have five locos in revenue earning service. The SLL team are not getting any younger, but we have



Bulleid West Country light Pacific No. 34010 *Sidmouth* at Worting in 1961. P HUGHES/COLOUR-RAIL

one more big project within us and we are minded to take up the challenge.

"There's never an ideal time to fit a major restoration in to a stream of overhauls, but we're ready to do it with the support of our 700 shareholders."

A final decision rests on the wishes on those shareholders, whose views are being canvassed.

Such a major restoration will cost more than an overhaul, but the major components still exist and the remainder can be sourced or made new.

The company is expected to make a decision before Christmas.

As No. 21C110, *Sidmouth* was outshopped from Brighton Works in

September 1945. Following trials it was allocated to Exmouth Junction in December that year.

In January 1950, *Sidmouth* was the last Bulleid light Pacific to be given a BR number to replace its designer's unique numbering system.

June 1951 saw it transferred to Nine Elms for use on the lines to Bournemouth, Southampton and Exeter. In April 1953, it headed an Ian Allan Trains illustrated special from Waterloo to Exeter and return.

Sidmouth was rebuilt in February 1959, and a few months later hauled a special train carrying the Shah of Iran from Gatwick to London Victoria.

It was transferred to Eastleigh in September 1964 and withdrawn from there in March 1965.

It reached Dai Woodham's scrapyard the following September and remained there until November 1982, when it was bought by a member of the North Yorkshire Moors Railway. It was stored there until 1997, when it was sold on, still awaiting restoration.

→ Anyone who would like to support the restoration of *Sidmouth* is invited to email southernlocos@btinternet.com

Dawlish Warren to lose its camping coaches

By David Hunt and Robin Jones

DAWLISH Warren's camping coach holiday park – set up by the GWR in 1935 – is to close after 81 years.

Now known as the Brunel Camping Coach Park, an announcement on its website states it will close at the end of August next year. The site in Beach Road comprises eight converted railway carriages, still with many original features. The venture began in 1935 when a redundant carriage was parked in the station goods yard for rental by holiday-makers, but the facility was withdrawn in 1940.

Camping coaches were reintroduced in 1952, and by 1959 there were nine coaches stationed there. After 1964, the public camp coach service was withdrawn but the carriages at Dawlish Warren continued to be managed by the British Rail Staff Association for its members. The old coaches were replaced for the 1982 season by the current vehicles, since when the connection to the goods yard has been removed.

It was once one of numerous sites around the national network where camping coaches could be found. The number offered for hire declined from the mid-1960s as other forms of holidays

became more popular, the condition of the vehicles deteriorated and the number of staffed stations at which they could be sited decreased. The last were offered to the public by the London Midland Region in 1971. In recent times, the Dawlish Warren coaches have again been offered as holiday lets to the general public by the GWR Staff Association.

The site's present coaches, which were extremely heavily modified, were prepared at Swindon and comprised two old LMS inspection saloons and seven BR Mk.1 coaches which had been released from the catering fleet. All of the vehicles have a central washing and kitchen area with one end left as an open saloon for daytime use while the other end was fitted out with sleeping berths, eight per coach in the Mk.1 vehicles and six per coach in

the shorter LMS vehicles. All equipment not required for their new use was removed, so they arrived with no corridor end connections or anything below the frames except for a pair of bogies to enable them to be transported to Dawlish Warren.

They were all fitted with two cast plates on the body sides which were made up of the GWR crest and a name of a town or city in the Western Region area while retaining their original running number on the frames. The nine which arrived were: *Swansea* – Buffet 1934, *Newport* – Buffet 1951, *Bristol* – Buffet 1991, *London* – Buffet 1927, *Exeter* – Buffet 1930, *Swindon* – Buffet Open 1015, *Gloucester* – Buffet 1931, *Plymouth* – Saloon M45046M, *Cardiff* – M45044M, the latter having left the site for preservation elsewhere several years ago.

Plymouth has standard LMS bogies

while all the Mk.1 coaches have one or other version of the Mk.1 bogies but mostly modified from standard. *Swindon* and *Exeter* still retain the almost standard B1 bogies with oil box lubrication whilst the remainder of the Mk.1 coaches have been converted to take roller bearing fitted axle boxes, of which all but *London* have pairs of bogies fitted with BR Hoffman roller bearing wheelsets. *London* has one bogie fitted with BR Hoffman bearings and one with Timken.

When *Cardiff* was removed from the site it was necessary to remove an ice cream vending hut beside the entrance in order to give sufficient clearance. Since that date the ice cream hut has become a permanent structure and traffic light posts have been erected. It is believed that the LMS saloon would be the most likely to be able to be removed.

The GWRSA general secretary Tracy Baker said it was unlikely a buyer would be found for the whole site together with the coaches. Some heritage lines including the West Somerset had examined them with a view to removing them, but due to their exposure to sea air, the underframes and bodies would make restoration prohibitive. Components will be sold off along with the track work once the site is closed, and the rest will go for scrap.



Dawlish Warren camping coach M45046M *Plymouth* on September 6. DAVID HUNT.



Drawing the busy peak season to a close, the Romney, Hythe & Dymchurch Railway staged its annual show-stopping end-of-season parade on November 1, the highlights included a triple-headed parallel run from New Romney to Hythe. MIKE WOODLAND

Eurostar power car in permanent York home

AS Eurostar prepares to launch its new fleet, entering service before the end of the year, one of its first generation power cars has been unveiled in the Great Hall of the National Railway Museum in York.

The Class 373 power car, which has average operating speeds of 186mph and is part of the same series as No. 3313 *Entente Cordiale*, the current UK rail speed record holder, is a permanent addition to the National Collection. It was stored at the Great Central Railway (Nottingham) for three months before it arrived at the museum.

It is accompanied by a display that explores how Eurostar has transformed

continental travel.

NRM interpretation developer Jane Sparkes said: "We're delighted to see it displayed alongside the other high speed record breakers and history makers in our Great Hall."

Eurostar chief executive officer Nicolas Petrovic said: "The donation of one of our first generation power cars is a chance to acknowledge the historic role our service has played in connecting the UK and mainland Europe."

No. 3313 visited the NRM for Railfest 200 in 2004. It reached 208mph on July 30, 2003 on High Speed 1, the Channel Tunnel rail link.



Eurostar enters the Great Hall at the National Railway Museum on October 20. PAUL KINGSTON, NORTH NEWS/NRM

Grant boost for peat railway revivalists

REVIVALIST group the Crowle and Thorne Moors Peat Railway Society has been given more than £22,000 to help restore the 2ft gauge South Yorkshire industrial line.

They received grant aid through a community fund from South and Scottish Electricity with the aim of restoring three internal combustion locomotives, one of which was used on the original peat extraction line.

The group intends to lay a 550-yard

line across the moors on which to run the locomotives and offer rides. It is also developing a locomotive workshop which will be open to the public.

Andrew Percy, MP for the Isle of Axholme, said: "I welcome efforts to help promote this area and keep the memory of the peat mining industry, which played a significant part in the lives of many on the Isle, alive for future generations."

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Stunning opener for Mountsorrel branch



On October 24, Mountsorrel Railway project director Steve Cramp (left), and Lord Faulkner of Worcester hold the banner as Y7 No. 1310 breaks it to declare the branch line officially open. GRAHAM WIGNALL

By Robin Jones

NOT only is the Great Central Railway Britain's only double track heritage main line - it now has a freight branch.

The weekend of October 24-25 saw the eagerly awaited opening of the Mountsorrel Railway, which runs for nearly a mile from the former interchange sidings at Swithland to a new terminus at Bond Lane - named Mountsorrel after the local village and granite quarry.

Over the two days, around 1300 passengers travelled on the top-and-tailed steam services between Bond Lane, the branch's intermediate station at Nunckley Hill, where a heritage centre is rapidly taking shape, and a point a stone's throw from the junction with the GCR.

The official opening was carried out by Heritage Railway Association president Lord Richard Faulkner of Worcester on the Saturday morning.

VIPs boarded the train at the new



Above: Peckett *Teddy* watches at the western end of the Mountsorrel Railway at Swithland as a Great Central Railway service passes by. PETE HACKNEY
Top: Peckett *Teddy* waits at Mountsorrel station with one of 10 services run on October 25. ROBIN JONES

station at Nunckley Hill and rode to the GCR junction and back to Mountsorrel station. Speeches were made by project leader Steve Cramp and Lord Faulkner.

A plaque was unveiled and the train passed through a banner declaring Mountsorrel station open. Guests then rode the train back to the GCR junction and Nunckley Hill.

Motive power was provided by Peckett of Bristol Yorktown class 0-4-0ST No. 2012 of 1941 *Teddy*, and LNER Y7 0-4-0T No. 1310 from the Middleton Railway.

Cadeby Light Railway

One of the smallest standard gauge locomotives ever built, *Teddy* was used at the Royal Ordnance factory at Creakmoor, Dorset, but is best known for the time it spent with the late Rev Teddy Boston at the fondly-remembered Cadeby Light Railway, which he built in the grounds of his Leicestershire rectory. It is now owned by Gary Boyd-Hope, a staff writer for our sister title *The Railway Magazine*, and has been on hire to the National Railway Museum at York where it gives rides.

It made its Leicestershire comeback at the Great Central Railway's autumn steam gala on October 3-4, prior to taking a starring role in the Mountsorrel opening - which Rev Boston's widow Audrey attended on both days, travelling with Saturday's VIP party.

The Y7 was a late replacement for Chasewater Railway-based former contractor's locomotive Barclay 0-4-0ST No. 1223 of 1911 *Colin McAndrew*, withdrawn due to a mechanical fault.

There were five round trips on the Saturday afternoon and 10 on the Sunday, each comprising two coaches, including Alan Voase's superbly restored suburban brake. The trains were capable

of carrying a total of 70 people, and each seat was sold.

As early as 1860 there were eight-and-a-half miles of track serving the local quarries of the Mountsorrel Granite Company, now owned by Lafarge Aggregates.

The line eventually ran from the GCR's Swithland sidings, around the quarries, over the Grand Union Canal at Mountsorrel, to the Midland Main Line at Barrow-upon-Soar. The line fell out of use in the 1950s, the track was taken up in the 1960s, and most of the route was abandoned.

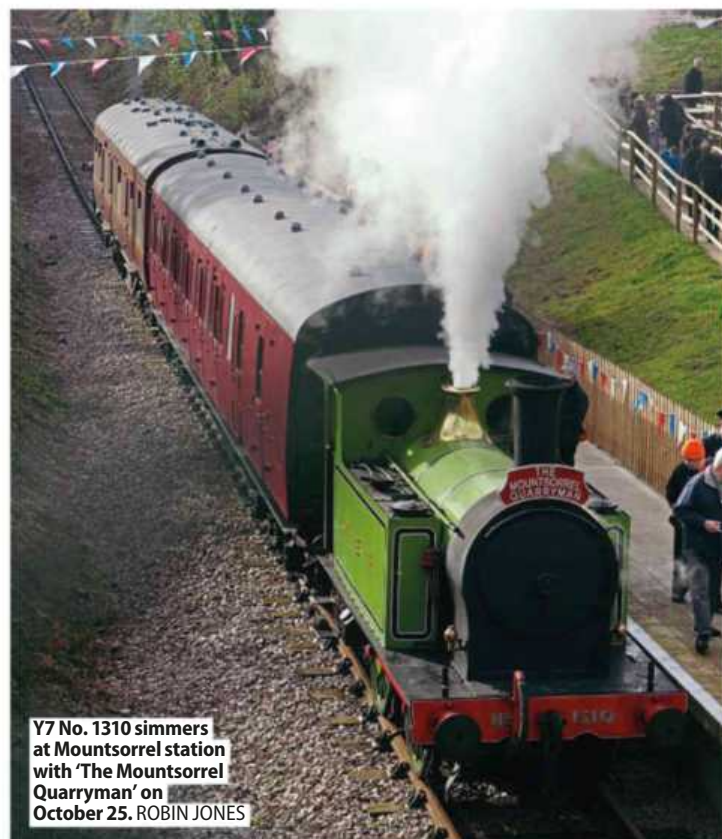
More than 80,000 hours of volunteer time has gone into the eight-year Mountsorrel project, which was financed with the help of a £66,000 grant from Tarmac's Landfill Community Fund.

Many of the volunteers came from the village, and had no prior experience of railway restoration. Not only was the track laid from scratch, around half-a-mile of hedging was created. Local residents also helped restore three wooden plank wagons, painting them in the Mountsorrel Granite Company's colours.

On November 21, 2013 the first passenger train travelled the railway towards Mountsorrel, carrying the project volunteers.

In a disused quarry at Nunckley Hill, a spur has been laid into the site of a planned museum, the centrepiece of which will be Peckett R2 class 0-4-0ST No. 1759 of 1928 *Elizabeth* which worked at Enderby and Mountsorrel granite quarries, reaching the latter in November 1957.

Enthusiasts dug it out of the old loco shed at Mountsorrel where the granite roadway had pushed the side wall in on top of it, and it joined the collection at Rocks by Rail, then known as Rutland Railway Museum, in June



Y7 No. 1310 simmers at Mountsorrel station with 'The Mountsorrel Quarryman' on October 25. ROBIN JONES



The Mountsorrel shuttle train returning as an empty coaching stock to Loughborough. GRAHAM WIGNALL



The shuttle train takes on water at Nunckley Hill station while volunteers continue building it. ROBIN JONES



On October 25, LNER Y7 0-4-0T No. 1310 steams through the leafy cutting into the new Nunckley Hill station, which will open to the public in March. ROBIN JONES

1978. Restored to run in the early years of the Cottesmore site, it is now being overhauled again and may steam back at Mountsorrel next year.

Selected weekends

The new railway will not be in regular operation, only on selected weekends. It is unlikely that an interchange platform will be built at Swithland because the signalling would not accommodate it. Those branch services that run over the GCR main line may start at Quorn & Woodhouse, run to Rothley and then

reverse up to the junction at Swithland before heading to Mountsorrel. However, a platform could be built at the Swithland end of the branch, where visitors could alight while watching regular GCR steam trains pass by.

Beyond the Bond Lane bridge, a giant earth bund blocks the old trackbed leading to the granite quarry. However, Steve Cramp believes that when the quarry becomes exhausted, and a programme of landscaping is drawn up, officials will talk to Lafarge about making it possible for a northern extension,

maybe along the old trackbed into Mountsorrel, to be built.

Community volunteers

Steve said: "Rather than a group of enthusiasts employing contractors to restore the railway, it's been undertaken entirely by the community volunteers."

Great Central general manager Richard Patching said: "The belief is that, for the time being at least, GCR is the only heritage railway operation with a branch line; maybe there are some short stubs elsewhere or maybe a narrow

gauge system, but we'll hang onto our new claim to fame for now!

"Lots of interest was created by the opening: the presence of both BBC and ITV television and local radio, lots of stuff on Twitter and Facebook, and many local residents who perhaps knew little or nothing about GCR or the branch who just came to have a look; regarding the latter, let's hope some will come back and pay one day to enjoy a ride.

"It was a most rewarding event for all the branch volunteers who have grafted over the years towards this result."

Brave Bowes soldiers on

By Martin Creese

WE are very fortunate to have so many gems amongst our preservation movement, but we should never take any for granted. The recent history of the Bowes Railway in County Durham is perhaps a salutary lesson in this.

The railway suffered an arson attack in 2008, which led to a number of wagons being lost, together with vandalism to the Black Fell Haulier House. From 2013 funding became a challenge, culminating in spring 2014 with Sunderland Council announcing it was withdrawing its contribution.

An urgent appeal was launched which successfully raised enough to allow the railway to continue. All was not doom and gloom with English Heritage funding the reroofing of the wagon shops at Springwell and repairs to Black Fell, coupled with a new team determined to bring Bowes back to life.

It is worth adding as well that the importance of Bowes is recognised by

being a Scheduled Ancient Monument.

The Bowes Railway came into being in 1932, having taken over the earlier Pontop and Jarrow Railway which itself was formed in the 1820s with the aim of taking coal from Springwell Colliery to the staithes at Jarrow, the original line being engineered by George Stephenson.

Further extensions took in Kibblesworth, Marley Hill and Dipton, creating a 15-mile line which was worked by a combination of steam haulage and six rope-worked inclines.

Marley Hill of course will be familiar, now being the engine shed for the nearby Tanfield Railway. Springwell Colliery closed in 1932, the buildings becoming the workshops which are today preserved.

In 1947 the line became part of the NCB and in 1955 Pelaw main curve was built linking the Bowes Railway to the nearby Pelaw Main Railway. Closure came in 1974 and the section from Black Fell to Springwell was saved by Tyne and Wear County Council together



Peckett 0-4-0ST *Merlin* reflected in a pool on Pelaw Main curve



Viewed from inside the Dish, No. 22 and *Merlin* work away through the site. MARTIN CREESE



No. 22 waits as *Merlin* runs through the Dish. ROBERT FALCONER

with the workshops and a number of wagons. Later Pelaw main curve was relaid along with track to Wrekenton which forms the current running line.

It is the rope-working which is the unique part of the Bowes Railway; the north end of the site being the top of Springwell incline which was a self-acting incline – full loads descending, pulling empty wagons up with speed, being controlled from the still surviving brake cabin.

The site at Springwell is a superb industrial location complete with the imposing wagon repair shops, sidings, kip and dish, plus ancillary buildings. The track crosses Springwell Road and heads towards Blackhams Hill Hauler house which stands at the summit of east and west inclines.

Coal from the colliery at Black Fell and further along the line were drawn up the incline to Blackhams Hill – gradient being around 1-in-18 – and then descended under gravity to Springwell, going down the 1-in-70 gradient with empties hauled from Springwell and gravity-fed down to Black Fell.

Power is electric, a Metropolitan Vickers 300hp engine was installed in 1950, replacing an earlier steam engine. This is under restoration and it is hoped in time to reintroduce some rope haulage. The west incline descends to the Black Fell House which has been itself restored, although sadly the damage to its equipment means it is unlikely to run again.

Throughout 2015, regular open days have been held at the Springwell site. Passenger services in the form of brakevan rides around Pelaw curve to Wrekenton ceased in 2013; however

the railway plans to reintroduce these in 2016 with a lot of work being focussed on track work and fencing ready for this.

The railway is home to three steam locomotives, two Andrew Barclay 0-4-0STs, one of which, No. 22 (2274 of 1949) is a former Bowes Railway engine. Built in 1949, the locomotive was based at Marley Hill from 1959 to 1968 as well as stints at Tanfield Lea and East Tanfield collieries. The other, *WST* (2361 of 1954) was one of the last Barclay steam locomotives built and spent its working life at the Long Meg Plaster and Mineral Company at Lazonby on the Settle and Carlisle line and is currently under overhaul. The third is Peckett No. 1927 of 1939 carrying *Merlin* nameplates. This engine started its preservation life at the Gwili Railway and in more recent times has been at the Derwent Valley Light Railway before its move to Springwell in June 2015.

I had the pleasure of running a 30742 Charters event on October 18, using No. 22 and *Merlin* and introduced a new group of enthusiasts to the delights that is Bowes. As we ventured down the line, many locals were pleased to see the line running and all wanted to know when passenger trains would return.

Speaking with Alex Spillar and the volunteers you sensed their enthusiasm and keenness to bring Bowes back to life again, but what it needs above everything else is people to visit. Sat in such close proximity to Beamish, Tanfield and also the North Tyneside Railway, there is every reason to venture to the North East and immerse yourself in the area's rich industrial and railway heritage. The railway's website can be found at bowesrailway.uk



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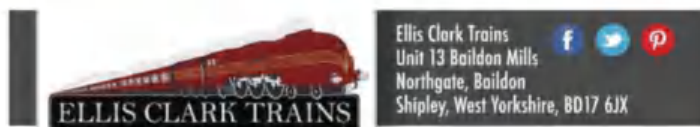


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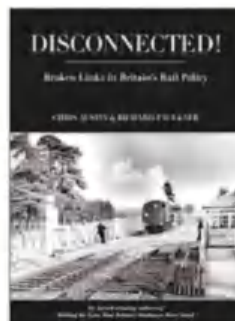


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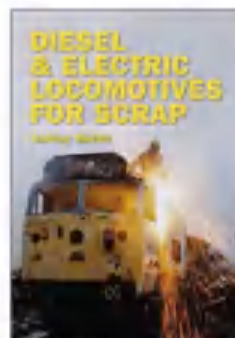


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1893-built ex-Penrhyn Quarry Hunslet 2-4-0TT *Linda* performs a run-past for the assembled photographers at Whistling Curve in stunning early morning sunshine. This location, a 180° curve, half-a-mile below Tan-y-Bwlch station and roughly the halfway point of the FR route, was only made possible to photograph after the storms of January 2014 devastated this area of forest. PHIL JONES

Right: Quarry Hunslet 0-4-0ST *Winifred* glints on the curve at Boston Lodge with a short set of slate wagons on November 1. KARL HEATH



Slate country autumn spectacular

By Brian Sharpe

ANYONE spending six days in North Wales in November is pretty much guaranteed to get very wet at some stage. Yet this does not discourage Bob Branch and his supporters from staging the now regular multi-engine photo charter covering both the Ffestiniog and Welsh Highland railways.

Up to four engines were rostered each day – including the FR favourites, the WHR Garratts and some Quarry Hunslet 0-4-0STs, plus a variety of consists from FR vintage stock, slate trains and SAR freights – meaning every day was different.

Yes it certainly did rain at times, but there was no shortage of sunshine to complement the autumn colours, and in fact on Sunday afternoon, November 1, Aberystwyth, just down the coast, reached 22.3C, beating the previous November record of 21.7C which occurred in Prestatyn in 1946.

22 Heritagetrailway.co.uk



With not a cloud in the sky, matching George England 0-4-0TT *Prince* and the newly repainted *Palmerston*, haul a rake of empty slate wagons back to Blaenau Ffestiniog, while Double Fairlie *David Lloyd George* departs Ddaullt with a passenger train to Porthmadog on November 2. PHIL JONES

As the Forestry Commission has already planted new saplings, effectively putting a timer on this location, photographers took full advantage of the stunning early morning conditions. Double Fairlie *David Lloyd George*, which only returned to traffic last year, hauls the vintage set up the stiff gradient at Whistling Curve on November 2. Note the almost perfect smoke ring above the first and second bog box. PHIL JONES



After three days of incessant downpours in North Wales, the hardy few left Porthmadog in the rain, yet again, and met the train at Rhyd Ddu, where it was raining even harder, on its way from Dinas on Saturday, November 7. As if by divine intervention the rain ceased and for 20 minutes there were blue skies and sunshine as Garratts Nos. 87 and 138 hauled a typical South African freight around the horseshoe curve north of Rhyd Ddu station. As a footnote, after the third run-past the heavens opened again for the rest of the day. BOB BRANCH

Behemoth moves from Ongar

By Robin Jones

A GIANT Finnish broad gauge locomotive which faced scrapping because nobody in Britain had any use for it has been taken to a new home.

Tr1 heavy goods 2-8-2 No. 1060 has been moved by road from Ongar station on the Epping Ongar Railway to Fengate Farm, home of the Weeting Steam Engine Rally and Country Show, in Suffolk.

The venue already has a half-mile standard gauge running line on which 1939-built former Little Barford power station, Goldington power station, and latterly, Acton Lane power station Barclay 0-4-0ST runs.

The Finnish locomotive, which was bought from the EOR by B1 *Mayflower* owner David Buck to save it from scrapping, will be in the first instance cosmetically restored and displayed at the farm, and will be seen by visitors to next year's show, which will run from July 15-17. However, full restoration to working order may follow.

Built in 1954, the 80-tonne locomotive was one of 67 constructed between 1940-57 by German manufacturers. In the late 1970s, it became part of the Finnish Strategic Reserve, around a dozen steam engines kept in Government hands in the event of electricity and fuel



Expert hauliers Allelys were hired to take Tr1 heavy goods 2-8-2 No. 1060 from Ongar station to Fengate Farm on the Norfolk-Suffolk border. DEAN WALTON/EOR

being cut off due to an outbreak of war.

Earmarked for scrapping in the Nineties, it was one of several Finnish locomotives imported to Britain by businessman Nigel Sill's Steam Traction Ltd for schemes which failed to materialise, such as a railway at a Wild West theme park in Cornwall. Four of them were displayed for many years at Ongar.

However, No. 1060 was declared surplus to requirements when current

owner Roger Wright bought the EOR, as the space near the front of the station on which it stood is needed for further developments to the multiple award-winning heritage line.

Despite offering it to bona fide preservationists at scrap value, believed to be £25,000, no group made an offer to buy it. The estimated £15,000 removal costs also proved to be a big deterrent.

In stepped David, who had already spent seven years restoring a Finnish

Pacific for use on a 5ft-gauge line in the 12-acre grounds of his home near Windsor, which also has a standard gauge line. Hr1 class No. 1016 was bought from Nigel Sill, and is now named *Lady Patricia*, after David's wife.

David had planned to display his Tr1 at a new military railway museum being planned for the former Long Marston MoD depot near Stratford-upon-Avon, until that scheme collapsed. There was talk about bringing it to the Nene Valley Railway, but after looking at several sites, David decided that Fengate Farm was the right one.

He reached a deal with haulier Allelys to move it between November 2-6.

Farm owner Richard Parrott said: "I hope in due time we can get enough track down to shunt it up and down during the rally each year, but it won't be this year."

David's engineer Trevor Wrench, who suggested the Weeting venue to him as a home for the Tr1, added: "There are no end of parts that have gone missing, and while we can source most of them okay, some of them have been used to refurbish the other engine. You are looking at several years' work."

The Weeting Rally was started by Richard in 1968 and has grown over the years to encompass a whole variety of attractions and interests.

Clear road ahead at Glyn Valley Tramway

THE Glyn Valley Tramway Trust passed a landmark when the Levers Bridge engineering site was handed over by Scottish Power/Manweb to the Mayor of Wrexham Coun Barbara Roxburgh on October 9.

The route is now clear for the trust to lay a 1.2-mile 2ft 6in-gauge line from Chirk station to the B4500 as a first step in its building of the eastern end of the 2ft 4 1/2in-gauge tramway. When Manweb laid a 33kV line at Levers Bridge 30 years ago, there was no indication that the old tramway would ever be rebuilt, and poles were sited in or near the trackbed.

Now the power company has re-sited the poles, leaving the old formation clear, ready for tree clearance to start, and hopefully to be completed by the spring.

Southwold aims to double membership

THE Southwold Railway Trust has embarked on a campaign to double its membership within a year.

Currently, the trust – which has the long-term objective of rebuilding the 3ft-gauge line between Halesworth and Southwold – has 400 members.

Anyone, of any age, can join (at 27 High Street, Southwold, Suffolk, IP18 6AD, 01502 725422, or on www.southwoldrailway.co.uk) for £15 per year, £7.50 for juniors.

A midsummer railway fete will be held on June 18-19 on the historic trackbed at Wenham, which the trust owns, and which volunteers have cleared. Railway-based entertainment will include various sizes of miniature railway.

New-build Gresley J50 tank scheme launched

A GROUP of young enthusiasts has formally launched a scheme to build an LNER Gresley J50/2 0-6-0T.

The group, comprising of North Norfolk Railway and Bure Valley Railway volunteers, which first came together in April 2013, is now planning a fundraising drive for the first components.

"We want to build a J50/2 because it is perfect for heritage railways due to its size and power so it wouldn't struggle with the heavy summer passenger trains on large gradients," said chairman Jamie Ringwood.

"The group is made up of heritage railway volunteers who have a good knowledge of steam heritage, engineering and interest in the J50/2 design."

Steeply graded lines

The new locomotive will be numbered 8905. The Stratford-based original was outshopped from Doncaster in March 1915, withdrawn on New Year's Eve 1960, and scrapped on June 30 the following year.



The original J50 0-6-0T No. 68905. J50 GROUP

The class, which started out as GNR J23s, designed for working the steeply graded lines in the West Riding, had long side tanks that came to the front of the smokebox, which sloped forward to improve visibility and had a recess cut in to aid maintenance.

The GNR built 40 between 1913-22 and the LNER, which adopted the class as a Group Standard design, constructed a further 62 between 1924-39.

Withdrawals started in September 1958 and were

completed in September 1963, leaving only seven Departmental engines.

The last – Departmental No. 14 (68961) – was scrapped in September 1965, rendering the class extinct.

→ Anyone who wishes to join the group is invited to visit <http://thej50group.wix.com/home> or www.facebook.com/TheJ50Group





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Above: The only surviving photograph of the original *Samson*. BEAMISH MUSEUM

Left: The rolling chassis of the replica *Samson* is track tested behind Quarry Hunslet 0-4-0ST *Edward Sholto* at Beamish. BEAMISH MUSEUM

Spring launch for Beamish Lewin replica *Samson*

By Paul Jarman

BEAMISH Museum is to unveil its latest new-build steam locomotive in the spring.

Renowned for its replicas of early steam pioneers *Locomotion No. 1*, *Puffing Billy* and the *Steam Elephant*, the County Durham museum's workshops are completing a full-size copy of Stephen Lewin 0-4-0WTG *Samson*, with a steam test earmarked for January.

Lewin's Poole Foundry supplied its second locomotive in 1874 to the London Lead Company for use on a mile-long tramway in Weardale. It is believed that the locomotive was scrapped in 1904, and the only evidence that it existed are: two contemporary engravings, one photograph, and a description in the engineering press of the day.

In 2012 Beamish began building a replica, based on the scant visual evidence, although the new one will be to 2ft gauge

rather than the 1ft 10in of the original.

The rolling frames are complete and have been test-run, and it has the external gear drive which engages, through a second shaft gear, with the crankshaft pinion. The engine (cylinder, valve gear, flywheel, crankshaft) was successfully test-run on air in 2014 and is complete and ready for fitting to the locomotive once the boiler is complete.

Work in recent months has focused on the construction of the boiler, formed of a drawn tube of 2ft diameter, a pressed front tubeplate, firebox tubeplate and furnace flue plus a flat backhead. An angle ring and tubes plus two small stays complete the assembly, which was prepared at Beamish for riveting at the Severn Valley Railway, a large part of the work being undertaken there by Beamish staff.

Completion and hydraulic testing was anticipated, with a return to Beamish for fitting to the frames and connection of

pipework and pump, enabling the first steam test to be undertaken. The lagging and cladding will then be fitted and another steam test will follow.

Much of the design and construction has been undertaken by Beamish volunteer David Young, who previously worked on the restoration of the 1871 *Coffee Pot No. 1* and ex-Seaham Harbour 1877-built Lewin 0-4-0ST No. 18.

David can trace his ancestry back to Thomas Young who was involved in locomotive building in the earliest days of steam engine construction, on the Hetton Railway in County Durham, and the new *Samson* bears the name 'David Thomas Young - Maker' on its valve chest cover and cast on to the firehole door surround to mark his own enormous contribution to this project and the lineage of steam engineers in the North East.

Samson itself will operate on the narrow gauge railway at Beamish, a growing

industrial 'network' centred on the Edwardian colliery, and in due course will reside in a new engine shed based on that used at George Stephenson's metre-gauge railway at Crick, which survives today at Chadwick Nick, near Crick.

It is hoped that *Samson* will debut at the museum's April 7-10 Great War Steam Fair, where it will play a part in demonstrating the role of narrow gauge timber tramways on the home front alongside other guest locomotives and rolling stock.

The event will showcase one of the biggest gatherings of pre-1920 transport equipment, road and rail, that has taken place in recent years and specifically sets out to reflect the domestic transport scene during 1914-18.

The museum's new next new-build project will be a Ford Model T-based 'Crewe Tractor' as supplied in 1916 by the LNWR for use on the First World War trench railway system.

IN BRIEF

❏ **Ffestiniog Railway services between Blaenau Ffestiniog and Porthmadog were suspended between November 2 and December 12 for replacement of the life-expired bullhead rail between Penrhyn and Highgate crossings with new Polish S30 rail. This is the last section of bullhead rail remaining on the FR main line.**

❏ **A PIECE of railwayana from the Suffolk village of Cavendish has returned home. The last railway sign, removed in 1966 as the former GER line was prepared for closure, was returned by Paddy Godfrey from Sutton Coldfield, the son of Mike Godfrey, the then village policeman, to whom it was gifted in 1966, at a ceremony held by Cavendish Local History Society at the Bull Inn on October 30.**

Talyllyn *Sir Haydn* moves to Rheidol for overhaul

THE Talyllyn Railway's Hughes 0-4-2ST No. 3 *Sir Haydn* has been taken to the Vale of Rheidol Railway's workshops to be overhauled to working order.

The former Corris Railway No. 3 has been out of service since the summer of 2012, although it has made several publicity trips by road on behalf of the railway and made a guest appearance at Talyllyn's 150th anniversary celebrations in July.

It is intended to have the locomotive back in service for its own 140th anniversary in 2018.

An agreement has been reached with the Vale of Rheidol for a 'staged' overhaul, with an initial assessment period to determine precisely what work is required. A repair fund has already raised £30,000 towards the work.

The move, which was undertaken on October 22, is in line with the previous outsourcing of the repairs to No. 1 *Talyllyn*

at the Ffestiniog Railway's Boston Lodge Works in 2013. It marks a new policy for the railway of sending locomotives and rolling stock to specialist workshops for major overhauls and rebuilds.

Talyllyn interim managing director David Ventry said: "Sending locomotive No. 3 to the works at Aberystwyth for this major overhaul means that the staff at Tywyn will be able to concentrate on routine maintenance and other new developments. We have a number of major new projects coming in the future, and we need to ensure we have the personnel available here to enable these to happen on schedule."

"The Vale of Rheidol's workshops at Aberystwyth are now developing an excellent track record of locomotive repairs and restoration. It therefore makes eminent sense to utilise their specialist facilities to carry out this work."

Lottery boost for S&D 50 celebrations

THE Somerset & Dorset Railway Trust has received £58,000 from the Heritage Lottery Fund towards a project to mark the 50th anniversary of closure of the S&DJR system.

During 2016 the trust will mark this significant event with a travelling exhibition, events and activities in communities along the routes of the line and at its own base at Washford station on the West Somerset Railway.

Next year is also the 50th anniversary of establishment of the trust, which will celebrate half-a-century of preserving the line's heritage.

A spokesman said: "The project will further keep alive the spirit and heritage of the railway as a major railway route, its importance to the communities through which it passed, and the social impact of its closure. This is a major opportunity to enthuse and inform younger people and children who may have family connections or live along the line."



Up hill and down dale: LMS 'Black Five' No. 45428 approaches Levisham station on the North Yorkshire Moors Railway with the 12.45pm Whitby-Pickering train on October 20. The photograph was taken from Skelton Tower (inset), built as a shooting lodge in 1850 for the rector of Levisham, Rev Robert Skelton. The ruined two-storey structure, which commands a fine view of Newtondale, is now Grade II listed. No. 45428 was built by Armstrong Whitworth of Newcastle, entering service as No. 5428 in October 1937, and was withdrawn from Leeds Holbeck (55A) exactly 30 years later, in October 1967. It carries the name *Eric Treacy* in commemoration of the former Bishop of Wakefield, a leading railway photographer and cleric who died in 1978. GEOFF COURTNEY

Councils back Leek to Stoke-on-Trent reopening

MOORLAND & City Railways' plans to restore the line between Stoke-on-Trent and the town of Leek have been highlighted as a key element of the regeneration of North Staffordshire.

The Reconnect Leek project to reopen the 10 miles of mothballed railway between Stoke and Leek, and reintroduce a regular public service, has been incorporated in the new 'Northern Gateway Partnership' agreement between seven local councils in the Cheshire and North Staffordshire region.

This joint initiative between the various authorities focuses on unlocking the economic benefits for when the planned HS2 high-speed rail line reaches the region, but according to a leading councillor, the Stoke to Leek line is just as vital.

"I am totally behind linking Leek with Stoke-on-Trent and the national rail network once again, and I think we should now push forward with this project as quickly as possible," said Sybil Ralphs, leader of Staffordshire Moorlands District Council, one of the Northern Gateway partners.

"It will bring huge benefits to the Moorlands, both in terms of



This could soon become a railway again: an autumn scene as you look south along the old trackbed from Leek's Barnfields industrial estate. FRANK RICHARDS/CVR

employment and tourism, and I intend to do everything in my power to make sure it happens. I have discussed this with Stoke-on-Trent City Council and I'm 110% sure of its support for the project, too," she said.

"The Churnet Valley Railway has achieved so much progress over the years and now, working with Moorland & City Railways, I believe even more can be done. We should be looking to reopen the line again in the next two

to three years and certainly before HS2 reaches the region."

She agreed that there was a need to expedite planning and access issues surrounding the project's first crucial stage, the creation of a new station in Leek.

The CVR currently operates services to Leekbrook Junction, nearly a mile from the town, but it is planned to extend north along the original North Staffordshire Railway trackbed to reach a new station in Leek. The site of the

station has already been agreed as part of a local redevelopment for the Barnside industrial estate in the town.

MCR director, Greg Wilson, said: "Restoring the rail link between the Staffordshire Moorlands and Stoke-on-Trent is a long-held dream for many people and we are moving towards it becoming a reality," he said.

"However, first we need to lay less than a mile of track and build the new station for Leek, and I welcome Coun Ralph's wholehearted support in resolving the remaining issues that are holding progress up."

The Stoke to Leek line opened on November 1, 1867 and closed to passengers on May 7, 1956. However, the line survived as it provided a link to the quarries at both Cauldon Lowe and Oakamoor, although the railhead to Leek was removed following the withdrawal of goods traffic to and from the town in July 1970. The original station was demolished in 1973, and a Morrisons supermarket now stands on the site.

With the closing of the quarries in the later Eighties and early Nineties, the line to Stoke became mothballed.

London Midland on the Mid Hants

By Brian Sharpe

THE Mid Hants Railway autumn steam gala on October 23-25 had a Midlands theme but the motive power line-up was drawn from the SR and LNER as well as the LMS.

LMS visitors were the LMS maroon 'Crab' 2-6-0 No. 13065 from the East Lancashire Railway and Ivatt 2MT mogul No. 46521 from the Great Central Railway which ran alongside resident LMS 'Black Five' 4-6-0 No. 45379.

Representing the LNER was A4 Pacific No. 4464 *Bittern* which was expected to be making its last runs before adjourning to Crewe for overhaul, although it stood in for Icons of Steam stablemate BR Standard Pacific No. 70000 *Britannia* on the Bluebell Railway the following week.

LSWR T9 4-4-0 No. 30120 had originally been returned to service on the Mid Hants Railway back in 1983 and was making its first return visit to the railway. SR Schools 4-4-0 No. 925 *Cheltenham* had not been scheduled to take part but stood in for the T9 on the Friday after its delayed arrival from Swanage. The National Collection's SR 4-6-0 No. 850 *Lord Nelson* made its last gala appearance before expiry of its boiler certificate at the end of the year.



LSWR T9 4-4-0 No. 30120 approaches Ropley with the goods train. NICK GILLIAM



Running without valances, LNER A4 Pacific No. 4464 *Bittern* heads uphill away from Medstead. SIMON WEBB



LMS 'Crab' 2-6-0 No. 13065 heads a goods train up the bank from Alton towards Medstead. DAVE RHYDING



LMS 'Crab' 2-6-0 No. 13065 arrives at a busy Medstead & Four Marks station. PETER HOLLANDS

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.

World's oldest terminus cut off from national network

By Robin Jones

MANCHESTER'S historic Liverpool Road station is to be cut off from the national network after 185 years after a High Court judge threw out a challenge to Network Rail's £85million Ordsall Chord scheme.

Network Rail's former design consultant on the project, Mark Whitby, who was once president of the Institution of Civil Engineers, had obtained a judicial review of the planning process for the scheme, designed to link Victoria and Piccadilly stations for the first time with a new bridge over the River Irwell. The Ordsall Chord is considered a focal point for the Northern Hub – a £600m project to free up the region's heavily congested rail network.

Fighting the plans on heritage and conservation grounds, Mr Whitby lodged two challenges to the Transport and Works Act Order for the chord and one to listed building consent.

He claimed that there were affordable alternatives to the scheme, which will sever the link to the Grade I listed station, the world's oldest-surviving railway terminus, which opened along with the Liverpool & Manchester Railway, on September 15, 1830. The station



An artist's impression of the Ordsall Chord, which will cut off Liverpool Road station (right, foreground) from the national network. NETWORK RAIL

closed to passenger services on May 4, 1844, when the line was extended to join the Manchester & Leeds Railway at Hunt's Bank, and was superseded by Manchester Victoria.

Afterwards converted for freight use only, the station is now part of the Museum of Science and Industry in Manchester, which has been able to accept incoming charters, including the Royal Train hauled by Peppercorn

A1 Pacific No. 60163 *Tornado* in February 2010.

However, in the Planning Court in London on September 25, Mrs Justice Lang dismissed all three of Mr Whitby's claims, and refused permission for him to appeal.

A Historic England spokesman said: "We are disappointed that the Ordsall Chord scheme will go ahead now the judicial review has upheld

the planning inspector's decision to approve the proposals.

"The Ordsall Chord will cause substantial harm to one of the most significant railway sites in the world. While we recognise the Ordsall Chord will bring transport benefits, we advised against the proposed scheme as there was a potentially viable alternative route that would avoid serious harm to Manchester's internationally important railway heritage."

The case has delayed construction on the link, which was to start in September and was due for completion in 2016. Preparatory work has already begun, with the new target being December 2017. A Network Rail spokesman said: "We welcome this decision as the Ordsall Chord forms a key part of our railway upgrade plan for the north of England."

The new link will facilitate two new fast trains each hour between Manchester Victoria and Liverpool, six fast trains an hour between Leeds and Manchester, a new direct service through Manchester city centre to Manchester Airport, and faster journey times to Hull, Newcastle and the North East, it is claimed.

Since Liverpool Road ceased operation, the oldest station still in use is Broad Green in Liverpool, which also opened on September 15, 1830.



Autumn colours are displayed to good effect on the Lakeside & Haverthwaite Railway as Bagnall 0-6-0ST No. 2996 *Victor* pulls away from Lakeside with the 11.15am to Haverthwaite on October 26. It was adorned with a 'witches & wizards' headboard in the run up to Halloween. *Victor* hauled some of the first West Somerset Railway services in 1976. STEVE SIENKOWICZ

Software to the fore as P2 heads towards rolling chassis

FURTHER progress continues to be made on new £5million Gresley P2 2-8-2 No. 2007 *Prince of Wales*, with the aim of having a rolling chassis by next summer.

Recent work has concentrated on detailed drawings for the manufacture of components, including the first of the large fabricated frame stays and the inside slide bar bracket, for which quotes are being sought.

Some of the design work for the frames has involved significant changes from the original drawings, mostly to accommodate air brakes, in lieu of the vacuum brakes fitted to the original P2s, including mounting air pumps on the larger frame stays.

As these are primary structures and are subject to significant fatigue loads, design verification is required, including a demonstration that the structures can safely take the applied loads. The shape and complexity of these frame stays makes manual calculation of the stresses difficult. The modern method for doing this kind of work uses computer-based Finite Element Analysis (FEA), where the structure is broken down into hundreds or thousands of tiny elements each of which can be considered in simplified form as being subject to compression, tension and/or bending.

This technique was used by Meiningen Locomotive Works to verify its welded design for the Gresley perforated steam collector (banjo dome) fitted to A1 Pacific No. 60163 *Tornado's* boiler, which will also be used on the one for *Prince of Wales*.

The method is also being employed in the crank axle design study that builder the A1 Steam Locomotive Trust commissioned from the railway consultant Mott MacDonald at Derby, the results of which are expected shortly.

In the past, the complexity of the computing process made FEA a highly specialised activity, requiring months of training. However, the technology has come on in leaps and bounds to the extent



The P2 smokebox door on October 21. A1SLT

that it is within the grasp of most designers working with 3D CAD.

Regarding actual manufacture and assembly, the most significant item to have been manufactured recently is the smokebox door.

Tornado's smokebox door started life as a spun tank end, which gave the dish shape. The sharper radius on the outside edge of the door was achieved by hand forging over a former. The 'D'-shaped smoke box door on the original P2 design does not lend itself to this method, although it would be technically possible to achieve it by cutting, blacksmithing and welding the round door. However, with the smoke box door being both a prominent and iconic part of the P2 design, there was doubt that a satisfactory finish could be achieved by this method.

Having seen the quality and surface finish that South Devon Railway Engineering was achieving with firebox backheads, throat plates and tube plates, it was asked to quote for making the smokebox door.

Following a trial pressing in mild steel, the definitive smokebox door was pressed from Cor-Ten steel – the corrosion-resistant steel used on unpainted metal bridges and sculptures such as the Angel of the North.

The Gresley Society Trust has sponsored the locomotive's distinctive front end.

The cab 'flat pack' has been ordered and the curved plates are in the process of being rolled or press-braked into shape.

➔ For details of how to help visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.

Lottery boost for Ravenglass

THE Ravenglass & Eskdale Railway has been awarded £488,700 by the Heritage Lottery Fund (HLF) for its museum project.

The scheme aims to restore and extend the museum in Ravenglass station's car park, so that it can make a significant contribution to tourism, education and the community in the western Lake District.

A new exhibition area will be built, more than doubling the space in which to display the railway's vintage rolling stock, and will create new interactive and accessible displays of Ravenglass and Eskdale documents and artefacts.

The museum opened in 1978 under the auspices of the Eskdale (Cumbria) Trust, a separate charity, and grants from FLAG and the Copeland Community Fund, earlier in this year, enabled a programme of renovation, conservation and

sustainable development to begin.

This programme can now be complemented thanks to the new HLF grant.

The funding will also allow for digitisation of historic photographs within the railway's collection and enable the museum to tell more fully the story of the unique interaction between the line and the Eskdale Valley, focusing particularly on its historic connections to iron ore mining and quarrying.

Larger items will now have a permanent and secure home. They include original 15in-gauge steam locomotives *Synolda* and *Katie*, along with a 19th-century coach from the line's 3ft-gauge era granite tubs and other pieces of 20th-century rolling stock.

A new museum website will tell the story of the railway and the valley.



Ffestiniog & Welsh Highland Railways heritage director Sam Miller with one of the slate wagons in front of the new Minffordd wagon shed. ANDREW THOMAS

All 220 wagons under one roof!

A NEW £120,000 building is taking shape in the Ffestiniog Railway's Minffordd yard, which will house the line's unique collection of around 220 19th-century wagons – the largest in the world.

The cost of the building, which will provide space for all wagons, both restored and unrestored, was raised by donations to the FR's Waggon Tracks appeal, the FR Society and the FR Heritage Group, which initiated the project.

It is the first time in UK railway preservation history that a building has been constructed on this scale for the storage of freight vehicles rather than locomotives or carriages. The 300ft-long shed will contain five storage roads and nearly half a kilometre of track.

Each year, the railway operates gravity slate trains comprising up to 60 restored wagons, and the aim is to increase this to 120, allowing the re-creation of trains of

the same size as those which operated in the line's Victorian heyday. These trains have been described as 'the longest and oldest roller coaster ride in the world'.

Ffestiniog & Welsh Highland Railways heritage director Sam Miller said: "We are delighted that the shed is finally under construction. This represents a massive leap forward in our ability to care for our historic rolling stock and grow the fleet of restored vehicles."

"Our team of young volunteers now know that every time they restore a wagon it will remain in excellent condition for generations to come."

The F&WHR is also about to embark on large-scale development of Boston Lodge – the oldest railway works in the world – with new engineering facilities, and storage and preparation facilities for the extensive fleet of steam locomotives and carriages.

Restoration restarts on pioneer diesel

THE restoration of one of the earliest British diesels – Kerr Stuart six-wheeled 0-6-0DM No. 4415 – has restarted on the Ffestiniog Railway.

Following its successful dismantling, it was found that many components were in better shape than initially thought, enabling the project to begin again.

Built as a demonstrator, it was loaned to the original Welsh Highland Railway and FR for shunting duties for several months in 1928/29 before a brief spell in Ireland (converted to 3ft gauge) and export to Mauritius, where it worked on a sugar plantation. After falling into disuse, the locomotive was plinthed in Mauritius in 1971, but returned to the UK in 1997 after the FR Trust paid for transport, since when it has been in

store at Minffordd.

A total of £20,000 has been raised through donations, and having the work done by volunteers has reduced the total restoration cost from £94,000 to £54,000. An initial approach to the PRISM fund for a matched £20,000 has been encouraging. However, the project must be fully funded so financial help is being sought for the remaining £14,000. Donations can be made to the FR Society.

It is hoped to create a rolling chassis within 12 months followed by the repair and refitting of the gearbox and the replacement engine (a McLaren M4). Finally, the body will be refitted though many of the steel panels are rusted through at the base and may require infill welding or replacement.

Euro deal saves cliff railway

A DEAL has been reached to exclude at least one of Britain's funicular railways from new European laws regarding the standardisation of all parts and mechanisms for cableways.

The owner of Bridgnorth Cliff Railway, which carries 340,000 passengers a year, feared that he could not comply with the proposed law, because its components were unique to the line.

However, a deal was reached in the European Parliament by Shropshire's local

West Midlands MEP Daniel Dalton in early November. He said: "The Bridgnorth Cliff Railway is a unique attraction and one that can't be defined by a standardised law. Its parts and mechanisms are unique only to Bridgnorth and therefore winning the exemption was imperative for the future of the railway."

Owner, Dr Malvern Tipping, said: "In 2017 we celebrate our 125th birthday and I am delighted and relieved that this exemption secures our future."

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STOP PRESS

RIP Dorothy Mather: first and last lady of steam

By Robin Jones and Brian Sharpe

THE steam world is in mourning following the death of The A1 Steam Locomotive Trust president Dorothy Mather – arguably the last direct link with the age of the great 'Big Four' locomotives engineers.

The widow of LNER chief mechanical engineer Arthur H Peppercorn, designer of the A1 and A2 Pacifics, she lit the first fire in new-build £3 million No. 60163 *Tornado*. Dorothy died on Tuesday, November 10, at the age of 99. She had been ill for two years.

Born Dorothy Patricia Louch in 1916, she grew up in a railway family near Doncaster and, following a stint of voluntary work during the Second World War and working for the regional coal board, she ended up in the Doncaster Works drawing office. It was there that she met Arthur Peppercorn, who had become CME in 1946, and despite their 26-year age gap, they married in 1948.

It was during this period that his A1s and A2s entered traffic. Leaving BR Eastern Region in good shape, Arthur retired at the end of 1949, much loved and admired, only to die prematurely in 1951 at the age of 62.

A few years later, Dorothy met Colonel William Mather OBE TD and an ex-LNER employee. In due course they married, bought a country house near Stokesley, in North Yorkshire, and settled down.

As Bill's health failed, they moved to a modern house and Dorothy nursed him until she became a widow again, albeit with an ever-wider circle of friends and Bill's many nephews and nieces.

In August 1993, Dorothy was approached about the A1 Project. She was sufficiently impressed to join informally at first, and from there her involvement grew.

She attended BSD Leeds on July 13, 1994 to start the CNC machine that cut *Tornado's* frameplates, and visited the trust's first convention that September and also Tyseley Locomotive Works in December for the ceremony marking erection of the frameplates.



Immaculately presented as always, Dorothy beams with delight as the smoke from *Tornado's* boiler filled the interior of Darlington Locomotive Works for the first time. ROBIN JONES

Right: Dorothy Mather warms her hands after lighting the first fire in the boiler of *Tornado* on January 9, 2008. It was the first new main line steam locomotive built for the British main line since *Evening Star* in 1960 – a seminal moment in the history of the heritage sector. ROBIN JONES

Trust chairman Mark Allatt said: "She attended many A1 Trust occasions, always immaculately dressed, always interested and courteous to everyone she met. In September 1995 she became joint vice-president, later president.

"Not just a figurehead, she did a tremendous job for the trust in countless interviews with press and television.

"She proved quite as vital as our ISO 9000 quality standard because if *Tornado* was good enough for her, it would be good enough for Arthur Peppercorn.

"Those of us who knew her will miss her quiet dignity, kindness and valued contributions to any conversation about



A1 Trust chairman Mark Allatt is joined by Dorothy on the footplate of *Tornado* during its first public run at Darlington Locomotive Works on August 1, 2008. BRIAN SHARPE



the work of her first husband. She has provided enormous encouragement and support to trust members, particularly council members.

"Because of the age difference between her and Arthur Peppercorn, she mixed in social circles with people like Sir Nigel Gresley, Sir William Stanier and Edward Thompson."

On Wednesday, January 9, 2008, she lit the first fire in *Tornado's* boiler at the trust's Darlington Locomotive Works, and on August 1 that year, she rode on its footplate in the works yard with the locomotive making its inaugural run for the media still in grey primer. She stated: "My husband would be proud."



The proud widow of A1 designer Arthur Peppercorn on the platform at York station on February 19, 2009, when *Tornado* was officially named by the Prince of Wales and the Duchess of Cornwall. ROBIN JONES

On December 13, 2008, Dorothy, who lived in Hutton Ruby in North Yorkshire, unveiled *Tornado* in its apple green livery at the National Railway Museum.

She also attended the official naming of *Tornado* at York station by Prince Charles and the Duchess of Cornwall on February 19, 2009, and met the royal couple on the platform before *Tornado* had the honour of hauling the Royal Train to Leeds.

Railway sells Paignton cinema to restoration trust

DARTMOUTH Steam Railway operator Dart Valley Railway plc has sold the historic Torbay Cinema, next to Paignton station, to a local conservation trust.

The sale ends years of controversy and uncertainty over the future of the building, which the railway at one stage wanted to turn into a waiting hall, a plan which infuriated locals.

The brick-built, 375-seat cinema opened on March 16, 1914, and is believed to be the oldest-surviving, purpose-built cinema in Europe.

Seat 2, Row 2 of the circle was the favourite seat of detective novelist Agatha Christie who lived at Greenway House, near Kingswear. The cinemas and theatres in her books are all reportedly based on the Torbay

Picture House.

The cinema closed down on September 26, 1999 following the opening of a multiplex cinema at the other end of the same road, after being bought by the railway to expand its facilities. The plans fell through because of the building's Grade 2 listed status.

It has now been bought by the Paignton Picture House Trust with the

aid of a £40,000 grant from Historic England and additional funding from Torbay Council. The trust intends to reopen the cinema not only to show films, but also for use as a meeting place and function venue.

Torbay mayor Gordon Oliver said: "I look forward to seeing one of the bay's most historical and cultural assets being renovated to its former glory."



LNER K1 2-6-0 No. 62005 crosses the wetlands before starting the climb to Glenfinnan. KEN WOOLLEY

West Highland autumn

By Brian Sharpe

THE combination of black engines, maroon coaches, autumn colours and highland scenery always draws a substantial contingent of photographers to the West Highland line towards the end of the 'Jacobite' season.

The weather can be fickle and this year it was the penultimate week of the season that saw the best of the sunshine on Ian Riley's LMS 'Black Five' No. 45407, while the last five days, when NELPG's LNER K1 2-6-0 No. 62005 was in charge, were largely wet.

After the last train to Mallaig on

October 23, both the 'Black Fives', Nos. 44871 and 45407, headed south over the West Highland main line returning a Scottish Railway Preservation Society excursion to Polmont, while the K1 took West Coast Railways' 'Jacobite' coaching stock back to Carnforth.



High above Loch Long, between Arrochar and Garelochhead, LNER K1 2-6-0 No. 62005 heads empty stock from Fort William to Carnforth on October 24. MARK FIELDING

LMS 'Black Five' No. 45407 approaches the western end of Loch Eilt with 'The Jacobite' on October 12. JONATHON GOURLAY



LNER K1 2-6-0 No. 62005 accelerates away from Banavie towards Corpach on October 20. HENRY ELLIOTT

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.

Railwayana auction premium rise – will others follow?

EXCLUSIVE

By Geoff Courtney

THE country's leading specialist railwayana auction house has increased the buyer's premium on its flagship sales to 15% in a move that will have collectors wondering if some of the competition will follow suit.

Great Central Railwayana will charge the new levy at its next major auction at Stoneleigh Park, Warwickshire, on December 5, a decade after introducing a buyer's premium into the world of railwayana at 10%, at which level it has remained until now.

When it was brought in many collectors expressed – either vociferously or in huddled groups – their opposition to the decision, but in the 10 years since its introduction it has become accepted by most as an unwelcome, but inevitable, consequence of railwayana auctions being less of a social event for a select few and more a business.

Dave Jones, director of Great Central, said the decision to increase the premium to 15% was a difficult one. "I don't think anyone will like it, but we want to continue to provide what we believe is the best service in the business," he said.

A collector for 45 years who has been involved with railwayana auctions since 1986, Dave, who is 56, said: "There is no



Making a point: Auctioneer Mike Soden (right) puts a Southern Railway Blackfriars station target sign under the hammer at Great Central's sale on September 5, the last to be held at Stoneleigh before the buyer's premium increase to 15%. Below Mike and his clerk Martin Quartermain is a display of some of the nameplates in the auction, including *City of Lichfield* from LMS Princess Coronation No. 46250, which went for £20,000, *Jackdaw* from GWR Bulldog No. 3447 (£9000), and *Kimbolton Castle* from LNER B17 No. 61633 (£9400). GCRA

going back to what it was like – that is a world that no longer exists. Prices are fairly static now, but our overheads aren't"

Dave said that such factors as the company's dedicated premises manned throughout the week and a team that includes full and part-time staff and

an IT consultant were an indication of the business approach required to meet buyers' and sellers' demands and expectations.

In defence of the decision to increase the premium to 15%, which becomes 18% with the addition of VAT, he released

to *Heritage Railway* details of some of the overheads the business has to pay.

Catalogues for the Stoneleigh auctions, which are distributed free and regarded by most within the railwayana movement as the best in the business, cost about £35,000 a year including printing and postage, advertising £20,000 annually, office rent and rates £11,000 a year, insurance £9000, and venue hire £5000 per auction.

"I often work seven days a week, yet I would be far better off driving a main line or Underground train," he said. "The premium increase will enable us to maintain and indeed develop the services we offer."

Other specialist auction houses, including GW Railwayana, Solent, Talisman, Crewe and Great Northern, all currently charge 10% buyer's premium, the only variations being GWRA that additionally charges VAT on the levy and Solent does not charge the premium on main line nameplates. Ironically, Great Northern has only recently introduced the premium, at its auction on October 3.

It is an unpalatable fact for railwayana collectors that even a 15% buyer's premium would be scorned by many non-railwayana auction houses, with 20% or even more being almost the norm. On that subject, Dave pledged: "I believe ours will stay at 15% for a fair while."

New diesel for Welsh Highland nears completion

NEW permanent way diesel No. 9 should enter service on the Welsh Highland Railway soon, allowing Funkey Bo-Bo *Caernarfon Castle* to be used primarily as a rescue locomotive or to substitute for a failed Garratt.

Baguley 0-6-0DM No. 2395 of 1953 was built for the South Johnstone Co-operative Sugar Milling Association Ltd in Queensland, Australia. It was used for sugar cane haulage in the Innisfail district of far north Queensland for many years often with its side panels off to assist cooling in the hot conditions near the equator.

The locomotive has a 150hp Gardner 8LW diesel engine de-rated to 132hp to extend life and reduce the need for cooling.

It was built for 2ft gauge but the wheelsets have been adjusted to the slightly narrower Ffestiniog & Welsh Highland Railways gauge 1ft 11½in gauge during the two-year rebuilding period at Dinas. It has been turned out in a close approximation of the South Johnstone livery.

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Railway artists celebrate successful show

By Geoff Courtney

THE country's top railway artists are celebrating one of their most successful exhibitions ever after it closed to the public on November 1. Staged in the appropriate setting of the National Railway Museum, Railart 2015 proved to be a hit for young and old alike, particularly during the school half term at the end of October.

Staged by the Guild of Railway Artists in the balcony area of the NRM's Search Engine library and archive centre, the display featured 80 paintings, many of which were previously unseen, and available for sale, with a number selling within days of the exhibition opening.

Malcolm Root, a fellow of the guild and a regular contributor to the exhibition, which is held each year at differing venues around the country, said feedback from the museum and visitors had been positive and a great encouragement to those artists who had their work on display.

"Railart is invariably enormously popular wherever it is held, and this year was no exception, down no doubt to it being in the NRM. It appeals to not only steam enthusiasts but also to those from the era of more modern traction, or even people who have no particular interest in railways



On the right track: A visitor to the NRM admires one of the paintings in the Guild of Railway Artists' Railart 2015 exhibition. Held in the balcony area of the museum's Search Engine during September and October, the display featured 80 paintings, many of which were previously unseen. GEOFF COURTNEY

but simply enjoy fine art or the scenes both urban and rural that we portray.

"Railways have been an integral part of life for generations, and even today, when trainspotting may not have the followers it enjoyed in the days of steam, youngsters are still fascinated by them. Children's faces when they are looking at our work can be very rewarding."

Praise for the exhibition came from Jane Sparkes, interpretation developer at the NRM. "Railart 2015 proved to be very popular with our visitors, who enjoyed the opportunity to see beautiful works of art depicting railways of the past and present," she said. "It has been a fantastic addition to our ongoing programme of exhibitions and displays."



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Rural Romania: No. 764-243, a 1911-built 0-8-0T, brings steam back to the Sibiu-Agnita line during a gala at Cornatel in central Romania on September 26-27. RADU TOMPA

Top diplomat praises steam railway and its dedicated project volunteers

EXCLUSIVE

By Geoff Courtney

A JOINT British-Romanian project to restore an iconic steam railway has been described by a top diplomat as a "fine example of collaboration between dedicated volunteers" in the two countries.

The project has a long-term aim of restoring the 38-mile line between Sibiu and Agnita in central Romania, which was opened in 1910 and closed 14 years ago. Just over two miles of the 2ft 6in gauge line have been restored to date, mid-way on the route at Cornatel station, and this stretch was opened with a steam gala on the weekend of September 26-27.

This milestone was marked by 1911-built 0-8-0T No. 764-243, hired from a local businessman, running a shuttle service over the two days with a single coach that was constantly full of enthusiastic locals, many of whose children had never before seen a steam locomotive at work.

Enthusiastic locals

More than 1000 passengers were carried over the two days, including Paul Brummell, the country's British ambassador, who told *Heritage Railway* of how impressed he was with what he saw. "The return of steam was a fine moment. I was delighted to witness it, not least as this ongoing project is a fine example of collaboration between dedicated Romanian and British volunteers."

The British preservationists at the heart of the restoration are members of the Sibiu to Agnita Railway UK Supporters' Group, of whom Paul said: "They provide wonderful support to their Romanian colleagues, including through fundraising, the provision of expertise, and a great deal of hard work."

The supporters' group chairman, David Allan, said on returning from the opening, which was extensively covered

by Romanian newspapers, radio and television: "That this event happened at all is a minor miracle, and to say it was a challenge is an understatement. One has to have sympathy with the view that it is beyond eccentric to be involved in restoring a railway in a country more than 1000 miles away that has little history of railway restoration and where volunteering is looked on with suspicion."

David praised the "superhuman efforts" of the group's counterparts in Romania. "They started with the bare minimum – no tools or rolling stock, little experience, and everyone seemingly against them. All they had to offer was blood, sweat, and a steely determination to reinstate this iconic railway. And they have succeeded – boy, what an achievement!"

The Romanian volunteers are led by Mihai Blotor, who said: "This project, which is designed to protect and restore a vital part of the country's railway heritage, is a fine example of international cooperation

and friendship between people in different countries who have different cultures but shared ideals."

Complex ownership

David pledged that the British supporters' group would not stop here. "We will continue to unravel the complex ownership of the line, given that it was built when the area was part of Hungary, and with the help of the ambassador and the European Federation of Museum & Tourist Railways – whose president David Morgan is also a staunch supporter – continue to put the matter before the Romanian transport ministry.

"We shall continue to raise funds, advise, provide practical help with track refurbishment, and offer to the Romanian volunteers work experience on UK heritage railways. In short, we will help in every way we can to ensure this endearing line becomes Romania's flagship heritage railway."



Ambassador's delight: Paul Brummell, Britain's ambassador to Romania, with his wife Adriana and son George, enjoy a ride during a steam gala on September 26-27 held to celebrate the reopening of part of the Sibiu-Agnita railway in central Romania. DAVID ALLAN

NEWS

Two boilers for double Fairlies

DESIGN work is underway for two new boilers for Ffestiniog Railway double Fairlies.

Merddin Emrys worked until the end of its 10-year boiler certificate on September 14. Two new chimneys are to be ordered for this locomotive but boiler tubes, stainless steel smokeboxes and smokebox doors are all in stock.

The locomotive may reappear next year if little work is needed on its boiler but along with *Earl of Merioneth* it has been earmarked for a new boiler as the present ones are of 1968 vintage.

Collett coach complete

THE restoration of 1940 GWR Collett Excursion Brake Third No. 650 has been completed at the Severn Valley Railway after the rebuilt coach body was placed on to correct style bogies and underframe work was completed in Kidderminster's North Star carriage works during September.

The carriage entered traffic on Sunday, October 11 when volunteers and GW(SVR) Association members who have worked on and raised money towards the restoration appeal, had their first chance to travel in the vehicle, which was also rededicated in a ceremony at 5pm at Bewdley station.

Fire woman gets paid job

A VOLUNTEER who has been East Lancashire Railway's only female fireman for two years has stepped into her first paid role with the organisation.

Joanne Crompton, 38, has a lifelong love of steam trains and has taken on a paid role with ELR as the client and activities coordinator. "It is my dream job," she said.

"My grandfather had model trains and I was always in the workshop with him, but he passed away when I was 12. Then after my children had all moved out of home, I decided to get back into the railway again and I don't think I'll ever look back."

Museum moves to tramshed

DUNDEE'S Maryfield depot in Forfar Road on track to become the permanent home of the Dundee Transport Museum.

Work is set to begin next year on the redevelopment of the depot, which in the tram era employed up to 300 people. Opened on March 6, 1901, it acted as the main hub for the city's tram system and its 90 trams until 1956, later being used as a bus store. Many of its original features survive intact inside.

Museum chairman, Jimmy McDonnell, said the iconic building's link to the city's transport history was a major factor in its selection as a permanent home.

Cambrian Coast in Leicestershire

By Brian Sharpe

FIFTY years ago, the GWR Manors' reign on the Cambrian Coast line ended and on November 14-15, the anniversary

was commemorated by a gathering of three class members on the Severn Valley Railway.

Before this though, the Battlefield Line staged a curtain-raiser with two

visiting GWR engines, bringing the days of GW power on the Cambrian Coast to deepest Leicestershire.

The two visitors were 4-6-0 No. 7820 *Dinmore Manor* and from the South

Devon Railway, Collett 0-6-0 No. 3205. The pair even double headed on a recreation of the 'Cambrian Coast Express', a combination of motive power not unknown on the line in steam days.



No. 7820 *Dinmore Manor* departs from Market Bosworth on October 25. ROBERT FALCONER



GWR Collett 0-6-0 No. 3205 pilots 4-6-0 No. 7820 *Dinmore Manor* out of Shackerstone with the 'Cambrian Coast Express'. ALAN WEAVER



Dinmore Manor heads a goods train on the Battlefield Line. GRAHAM NUTTALL

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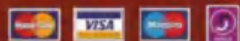


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IN BRIEF

→ DARTMOOR Railway 'Polar Express' services will be powered by Class 45 No. 45060 *Sherwood Forester* and Class 47/7 No. 47701, while the Weardale Railway services will be hauled by Class 47s No. 47192/D1842 and No. 47712. The Crewe Heritage Diesel Group said that No. 47192 needs much work, but it is expected to be ready for its seasonal duties.

→ THE Walhalla Goldfields Railway (WGR), a 2ft 6in-gauge line in the Thomson River and Stringers Creek valleys in Gippsland, Victoria, Australia has signed a twinning agreement with the Lynton & Barnstaple Railway. The WGR is located near the former gold-mining town and tourist destination of Walhalla.

→ THE Caledonian Sleeper service to Fort William is to be redirected to Oban during 2016, including the Saturday arrivals on February 13/20/27 and the Sunday departures on February 14/21/28. It is hoped Class 55 Deltic No. 55022 *Royal Scots Grey* will be used for traction, but this is yet to be confirmed.

→ THE Scottish Class 37 Group has taken a further step in the project to restore Class 37/4 37403/37307/D6607 to active service by reuniting the locomotive with its bogies on October 25. The engine was started up on November 1 for the first time in two years. Work continues to complete the locomotive and initiate the hire contract with DRS that was recently agreed.

Class 47 appeal launched

THE Type One Locomotive Company, whose Class 47 D1705/47117 is currently undergoing repairs at the Boden Rail workshops at Washwood Heath in Birmingham, has launched an appeal fund to cover the cost of further repairs.

The initial work was to the leaky roof, now fully repaired, complete with a new water header tank and silencer assembly, which had received consequent damage from the ingress of water.

The work to date has already taken 450 hours, but has revealed a quantity of work that has rapidly diminished the £35,000 budget that had been allocated for the project. The group now needs to find a further £20,000 to repair the boiler compartment roof and complete bodyside repairs before repainting the locomotive into corporate blue livery with full yellow ends as D1705.

Anyone who wishes to contribute to the repairs is invited to visit www.facebook.com/groups/typeoneloco

The group has loaned the engine governor to replace that of Colas Railfreight's Class 47 No. 47727 after it developed a fault while operating Rail Head Treatment Train services.

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World's most powerful operational steam engine makes preservation debut



Taking a breather: Mighty Bulgarian 2-12-4T No. 46.03, the world's most powerful operational steam locomotive, at Bankya station, west of Sofia, after its passenger run from Sofia on September 17. TZANKO SIMEONOV

By Geoff Courtney

THE world's most powerful operational steam locomotive, which has been restored in a quickfire overhaul, made its preservation passenger debut in October, more than four decades after being withdrawn. No. 46.03, a mammoth 2-12-4T, was built in 1931 by H Cegielski of Poland for the Bulgarian state railway BDZ to haul heavy coal trains on mountainous lines with gradients as steep as 1-in-36.

After withdrawal in the early 1970s it was saved for preservation and languished in storage at various depots, but last year pressure from tour operators for its return to traffic led to BDZ undertaking a 14-month restoration that was completed in May this year – a timescale that would put to shame many countries with much greater resources and experience.

Testing took place during the summer, and on October 17-18 the locomotive hauled two return passenger trains on the short route between the country's capital Sofia, where it is based, and the town of Bankya. It weighs nearly 150 tons and boasts a tractive effort of no less than 85,652lb ft – well over double that of a King, Merchant Navy, Princess Coronation or A4.



Rearguard action: Three-quarter rear photographs of steam locomotives are rarely captivating, but this shot of Bulgarian steam loco No. 46.03 is an exception to the rule, as it demonstrates to remarkable effect the gigantic proportions of the powerful 2-12-4T as it hauls a five-coach train at Voluyak, between Bankya and Sofia, on October 17. TZANKO SIMEONOV

For the first trip to Bankya, a spa resort west of Sofia, located more than 2250ft above sea level, No. 46.03 hauled five coaches, but such was the demand that two coaches were added the following day.

British enthusiasts will be able to enjoy the resounding sight and sound of this

powerful behemoth next autumn during a 'Black Sea Express' tour, organised by King's Lynn-based Railway Touring Co. The locomotive is scheduled to haul the historic royal train of King Boris III from Dimitrovgrad to Momchilgrad on September 14 and from the latter to Septemvri on September 15.

Six electric locomotives to be scrapped

A POTENTIAL scheme to upgrade six Class 86s has finally been terminated, resulting in the reserved locomotives now being made available for scrapping by Booths of Rotherham.

The locomotives involved are Nos. 86901/2, currently resident at the Rotherham scrapyards, and Nos. 86229/231/234/251, which are currently stored at Long Marston. The locomotives will

be subject to component recovery before being scrapped.

✉ Anyone seeking either locomotive parts or components should send an email to: chrisdavis@cfbooth.com



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The GWR pannier that revels in the spotlight

By Robin Jones

GWR pannier No. 5775 has basked in the limelight yet again.

Painted in fictitious ochre Great Northern & Southern Railway livery, the locomotive was one of the stars of EMI's 1970 big-screen version of the Edith A Nesbit's *The Railway Children*.

Earlier this year, it reprised the same role for York Theatre Royal's acclaimed stage production of the children's classic in the National Railway Museum's temporary Signal Box Theatre.

Now the Keighley & Worth Valley Railway-based locomotive, which was restored to its movie livery in the Locomotion museum's workshops at Shildon, as proved it is a winner yet again.

It helped a team comprising students from Stratford-upon-Avon College and York College to come first in the NRM's seventh annual Locos in a Different Light competition.

The lighting design spectacular is sponsored by Ambersphere Solutions and Pulsar and ran from October 28–31 as part of the city-wide Illuminating York festival. It involves the Great Hall being plunged into darkness and selected engines transformed by amazing colour and light displays.

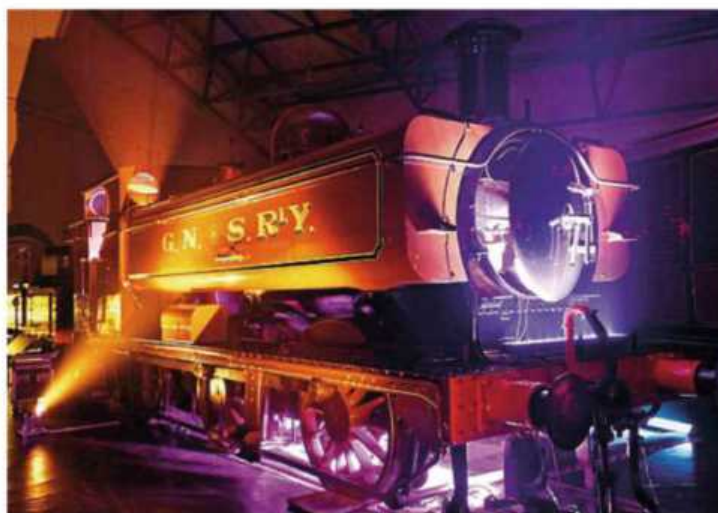
In addition to the pannier, this year's

event featured LMS Princess Coronation 4-6-2 No. 6229 *Duchess of Hamilton*, Bulleid Battle of Britain Pacific No. 34051 *Winston Churchill*, NER 2-2-4T No. 66 *Aerolite*, WR diesel-hydraulic D1023 *Western Fusilier*, and the newest addition to the Great Hall, a first-generation Eurostar power car.

On the evening of October 27, teams from Rose Bruford College, the University of South Wales, the Central School of Speech and Drama, York College and Stratford-upon-Avon College raced against the clock to light up their rail vehicles.

Their entries were judged by a panel of museum and lighting professionals and marked according to a number of categories, including conservation, energy, and object communication, with the winning designs selected to run for the rest of the event.

NRM public events coordinator Rose Lindsay Smith said: "Like the locomotives themselves, the fantastic lighting designs created by the students are feats of aesthetic beauty and technical precision. We're delighted to offer the public the opportunity to engage with our collection from a different standpoint, as well as give the talented student teams the chance to test out their lighting design skills in a different environment."



Students excelled by programming a sequence of different lighting scenes onto GWR 0-6-0PT No. 5775, which evoked a sense of movement and excitement. PAUL KINGSTON, NORTH NEWS/NRM



Bulleid Battle of Britain Pacific No. 34051 *Winston Churchill* illuminated in a very different light. PAUL KINGSTON, NORTH NEWS/NRM

East Lancashire tears down its 'Berlin Wall'

A WOODEN wall which has divided the East Lancashire Railway (ELR) from Ian Riley's engineering works is coming down on New Year's Day.

The wall was erected in 1995 in the locomotive works building at Bury to segregate Riley & Son's flourishing locomotive engineering business from the railway's own steam-running and maintenance facility. However, the ceremonial tearing down of the wall will herald a new era for both the ELR and Riley & Son.

Ian Riley said: "The scope of our business activity has meant we have now outgrown the facilities available to us in the ELR's loco works and we have been looking for

alternative premises for some time now. We will be relocating to new premises close by in Heywood, and this will allow us to establish a 'fit for purpose' and modern engineering works.

"These new arrangements are going to mean huge improvements in working conditions for our staff and a massive improvement in the services we can deliver to our customers.

"The only thing we will be lacking is a rail connection, but in the short term, thanks to a kind offer from the ELR, we will continue to operate and maintain our operational steam loco fleet at Bury. In the meantime we are pursuing opportunities to establish a modern, purpose-built works with rail

access that will allow us to consolidate all of our activities on one site."

The line's general manager Andy Morris said: "Riley & Son's vacation of the Loco Works has been universally welcomed by the ELR as it now means we can proceed with our plans to seek funding for major renovation work on our prestigious building, which is arguably the oldest standard gauge locomotive works in the world still used for its original purpose.

"This will then allow us to establish our own universal steam and diesel traction engineering capability, develop our skilled workforce and offer further apprenticeship opportunities for local youngsters. The scope of works we want to undertake in

future has not been possible previously due to having to share the building.

"We're pleased that Ian and his colleagues will be maintaining some presence on-site for some time to come as both organisations can benefit going forward from a continuing, productive and cordial working relationship."

Plans are already well underway for a multi-million pound bid for the refurbishment of the Loco Works building roof and provision of improved working and visitor facilities on the Baron Street site.

Work will start early in the new year in establishing a comprehensive locomotive engineering capability in the 170-year-old building.

Wensleydale needs £20,000 for key bridge for Aysgarth extension

THE Wensleydale Railway has launched a £20,000 nationwide appeal to buy a second-hand bridge as part of its big push westwards.

The railway wants to buy the disused metal Fort Bridge which currently spans the A1(M) at Brompton-on-Swale, near Catterick racecourse.

It has been pencilled in to replace a bridge damaged in a flood and removed by British Rail in 1990 from the point where the Wensleydale line

crosses Apedale Beck at Redmire.

The missing bridge is a major obstacle in the railway's push towards the station at Aysgarth Falls, a hugely popular tourist attraction. The railway has already paid a deposit for the bridge, which once served the MoD's Catterick Camp and is being removed as part of the work to upgrade the trunk road between Leeming and Barton.

The railway's long-term aim is to

rebuild the trans-Pennine line west to Garsdale and link the Settle and Carlisle line and the East Coast Main Line at Northallerton.

Wensleydale Railway Association chairman Ken Monkman said that the £20,000 would not only pay for the bridge, but its installation at Apedale Beck. "We have already bought the station at Aysgarth and will potentially have a halt below Bolton Castle too," he said. "This bridge will probably save

us hundreds of thousands of pounds it would have cost to build a bridge at Redmire."

→ To contribute to the appeal, visit www.charitychoice.co.uk/wensleydale-railway-trust-ltd/appeals/help-us-bridge-the-gap

Alternatively, cheques made payable to WRA(T) Ltd can be sent to WRA(T) Ltd, GAP Appeal, Leeming Bar station, 1 Leases Road, Leeming Bar, Northallerton, DL7 9AR.

Western stars at Tyseley open days

By Brian Sharpe

TYSELEY Locomotive Works' already-impressive line-up of operational GWR engines was enhanced by the visit of two National Collection icons which were en route from the National Railway Museum to the STEAM

museum in Swindon.

The October 24-25 open weekend featured 4-4-0 No. 3717 *City of Truro* and 4-6-0 No. 6000 *King George V* lined up around Tyseley's turntable with members of the resident fleet.

Among the engines in steam were newly overhauled LMS *Princess Royal*

Pacific No. 6201 *Princess Elizabeth* and visiting LNWR Coal Tank 0-6-2T No. 1054. Class 86/2 No. 86259 *Les Ross*, which belongs to the Birmingham radio presenter of the same name, regained its BR-era Peter Pan nameplate on one side of the locomotive, in a ceremony which he conducted.





Above: GWR 4-6-0 No. 4965
Road Ashton Hall, 0-6-0PT
No. 9600 and LMS Princess
Royal Pacific No. 6201
Princess Elizabeth join forces
for a locomotive cavalcade.
MARTYN TATTAM

Right: GWR 4-4-0 No. 3717
City of Truro and 4-6-0
No. 6000 *King George V* at
Tyseley. MARTYN TATTAM

Top left: Visiting LNWR Coal
Tank 0-6-2T No. 1054 heads
a passenger shuttle at
Tyseley. MARTYN TATTAM

Left: GWR 4-6-0s No. 4965
Road Ashton Hall, No. 6000
King George V and No. 5043
Earl of Mount Edgcumbe,
together with BR Standard
8P Pacific No. 71000 *Duke of
Gloucester* arranged around
the turntable.
MARTYN TATTAM





Look no duck: the clay moulding of the controversial £95,000 Gresley Society Trust statue of Sir Nigel Gresley, to be displayed at King's Cross station from April 5, was completed by sculptor Hazel Reeves on November 2, just in time for the arrival of the foundry mould-makers. Former society officials who are campaigning for the reinstatement of the symbolic Mallard duck – dropped because Gresley's grandsons claimed it made him look ridiculous – are still carrying on their fight, and were boosted by support from listeners to Radio 2's Jeremy Vine Show on October 14 who rang in to voice their support.

HAZEL REEVES

Mull Rail comes to Rudyard Lake

STAFFORDSHIRE'S 10¼in gauge Rudyard Lake Railway has been sold to the Scottish businessman who bought the entire stock and track of the former Mull Rail.

Rudyard owners Mike and Eileen Hanson had decided to step down at the end of the current season, and there were fears that the 1½-mile line, laid along part of the North Staffordshire Railway trackbed near Leek, would close.

Chemical engineer, Simon Clarke, who bought the assets of the Isle of Mull line after it closed in 2011 and had planned to relay it elsewhere in the West Highlands, will now bring them to Rudyard Lake, said a statement on the Staffordshire line's website.

"We are pleased to announce that contracts for the sale of the business and assets of the Rudyard Lake Steam Railway Ltd to the Leek & Rudyard Railway Ltd have now been exchanged with completion planned for late December 2015.

"The railway will run its advertised programme of trains in 2015 with the last trains day on November 29 with the new company starting its services in January 2016. There are exciting plans for the future development of the railway, which will be made public in due course by the new owners.

"The volunteers who have made such a big contribution to the railway will continue to be actively involved in the future.

"The existing owners will retain ownership of two steam engines, three carriages and the brake van, which will be on loan to the new company for two years.

Rudyard Lake has been home to one former Mull Rail engine, 2-6-2T *Victoria*, since 2011.

44 HeritageRailway.co.uk

The sole-surviving Kerr Stuart Sidar 0-4-0T, No. 1158 of 1917 *Diana*, has joined the Bala Railway fleet following its overhaul in the Vale of Rheidol Railway workshops. Delivered to Llanuwchllyn on October 22, it is pictured at Bala three days later. BLR



Rival bids for Standard tank

By Roger Melton

AS Heritage Railway closed for press for the October issue it emerged that the North Yorkshire Moors Railway is in the final stages of negotiating with the owners of BR Standard 2-6-4T No. 80136 for the locomotive to be moved to Grosmont and to have a long-term home on the line.

However, details of the proposed move were accidentally and prematurely leaked by the NYMR in its monthly e-newsletter and a request was made to withhold the article, which we complied with, not wishing to jeopardise negotiations.

Nonetheless, several other lines learned of the negotiations and subsequently lodged alternative offers. A decision on which offer would be accepted was expected to be taken at a meeting of the locomotive's owning group's trustees on as we closed for press.

If the deal with the NYMR goes ahead as predicted, the arrival of No. 80136 on the NYMR will prove the unusual spectacle of two consecutively numbered locomotives in the form of Nos. 80135 and 80136, and will provide the railway with another example of a class that was shedded at Whitby in BR days in the form of Nos. 80116-80119.

Nos. 80135 and 80136 spent the early part of their BR service on the London, Tilbury & Southend route before being transferred to the Cambrian when the LTSR services were electrified, but there is a link with Whitby in that No. 80135's current boiler was originally carried

by No. 80116.

No. 80135 has over many years proved to be an ideally suited engine for the NYMR, handling the heaviest trains with ease and economy, earning itself the nickname of "the office" for its ability to do so. The 2-6-4T seems to be better than either of its 2-6-0 or 4-6-0 siblings because it has greater adhesive weight and does not have a tender in addition to its train.

It is likely that No. 80135 will remain in the non-authentic but attractive BR green livery it has carried since it was first restored from ex-Barry scrapyard condition, and No. 80136 will remain in BR black. The addition of No. 80136 would give the NYMR the joint largest fleet of BR Standard 4MT locomotives of any line, with a total of four in Nos. 75029, 76079, 80135 and 80136, equalling that of the Bluebell Railway (Nos. 75027, 80064, 80100 and 80151). The Mid Hants Railway has three: in Nos. 75079, 76017 and 80150.

No. 80136 was originally restored at Cheddleton on the Churnet Valley Railway, but spent most of its first boiler certificate in preservation running on hire to other lines, notably the West Somerset Railway. It has been under overhaul at LNWR Crewe since it was withdrawn from service at the end of a spell running on hire to the West Somerset Railway.

It has been under overhaul on a drip feed basis, but the owning group has run out of cash and the NYMR is to fund the remaining expenditure, with the engine expected to join the line initially on a 10-year running agreement. Its overhaul is well advanced, including boiler repairs, although the boiler has yet to be retubed and so is untested as yet, but if



Another BR Standard 2-6-4T soon to be back in service is No. 80097, which was displayed in its first coats of new paint alongside platform 2a at the East Lancashire Railway's October 14-16 gala. It was the first time that the 1954-built locomotive, a veteran of the Cambrian division, had been out of the Bury Standard 4 Group's workshop and placed on show during its extensive restoration, which has taken 30 years. It is scheduled to be completed by the end of 2016, when it will enter ELR traffic. PJ ODELL

agreement is reached, it will arrive on the NYMR and be reassembled by a team of volunteers, so as not to impact on other overhauls currently being carried out by the full-time staff at Grosmont.

It is hoped that No. 80136 may return to steam in 2016, and it will receive the necessary equipment to allow it to run on the Esk Valley line to Whitby and Battersby as well as the NYMR itself.

Hudswell Clarke *Waleswood* for sale at Battlefield

BATTLEFIELD Line-based Hudswell Clarke 0-4-0ST No. 750 of 1906 *Waleswood* – a locomotive once used in the Leeds company's advertisements to promote its products – is up for sale at £20,000.

Supplied new to Skinner & Holford

Limited to work at Waleswood Colliery near Rotherham, it was rebuilt by Hudswell Clarke in the early 1930s and moved to Kiveton Park Colliery in 1962. Sold into preservation in 1972 after which it became a garden exhibit, it was restreamed at the former Steamport

museum in Southport in July 1975.

It steamed regularly until 1990 when it required smokebox tubeplate repairs and an overhaul, and was later moved to the Midlands.

The owner is now in his sixties and wants to find it a permanent home.

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78 mins • Colour and B&W • DVD • £20.59

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Very well made and shot modern film on India's four narrow gauge mountain lines - the Darjeeling, Matheran, Nilgiri (or Ooty) and Shimla railways. All are shown with steam-powered trains, although the less well-known Matheran line is shown using a Darjeeling Class 'B' as motive power, its own O&K loco being out of service. What makes this film that bit different is that it really gives you a feel for the life going on around the railways, and the country and people they serve. Amongst highlights are the Darjeeling trains negotiating the streets of Kurseong and its bazaar, and the new Indian built rack locomotives on the Nilgiri railway, but there is a huge amount to enjoy here.



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Southern Pacific's Coast Daylight

54 mins • colour • DVD • £20.59

Superb film on one of the most famous 'streamliners' of the late 1930s, 40s & 50s; indeed Southern Pacific called it 'The Most Beautiful Train in the World'. The Coast Daylight is seen throughout its journey up the West Coast of California, from Los Angeles to San Francisco. Featuring generally very good 16mm film from 1937 to the mid 1950s, which was all shot during the steam era, it shows a whole range of SP's steam locomotive classes, but obviously the GS4 'Daylight' 4-8-4s predominate, at the head of trains of 16 to 20 coaches. Really good viewing!



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The 'London' end of platform 5 at Birmingham Snow Hill station was a favourite viewpoint to witness stirring spectacles such as this! A Churchward 2-8-0 No.2856 from Stourbridge shed breathes the summit of the 1 in 45 gradient through Moor Street tunnel with an iron ore train from Banbury as a 'Castle' class 4-6-0 No.5076 'Gladiator' starts away from platform 7 with an 'up' passenger service C1959.

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2016 'Footplate' Calendar



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THE LAST 'PEGS' STANDING

Semaphore signalling is now confined to only a few areas, but some still witness the regular passage of steam trains. **Alan Weaver**, together with Barry Lewis, searched out the surviving ones on the North Wales Coast route... even though their days are now numbered.

In 1970 Joni Mitchell sang "you don't know what you've got till it's gone". What a prophetic song that turned out to be... all except having the trees in a tree museum. She got that bit wrong; they are all along the side of our railway lines!

There was a time you could never imagine a railway without semaphores. It never occurred that systematically they were being replaced by

multiple aspect colour lights working from a power box many miles away. Then, one day in 1982, returning home from work, on approaching my local railway line I had my obligatory glance at the double peg to find... they were gone. The next Sunday I was down photographing the remnants strewn along the embankment; even the signalbox seemed to have aged by several years over the weekend.

Therefore alarm bells rang out last year when it was reported in the railway press that the signalboxes around the Chester area and along the North Wales coast were 'coming out' in 2014 and that the area would be controlled by a 'superbox' at Cardiff. This caused me a bit of a panic attack as I had never photographed that area; I guess it caused a panic attack among the signalmen too!

No. 60009 passes the type 3 box, originally Llandudno No. 2 and one of the last remaining signal gantries in the UK.



The A4 passes another type 4 signalbox, originally with 60 levers. Being Grade 2 listed the box will remain, but the loop into platform 1 is no longer required, so it is soon to be removed and the platform widened.



Union of South Africa passes Deganwy, the intermediate station between Llandudno Junction and Llandudno.

I was determined to track down and capture by photographic record a steam locomotive passing as much as possible of what was left before it was just committed to a memory.

Signalboxes and semaphore signals are beautiful architectural works of art in themselves and although photography is subjective, a railway photograph looks better if one or both can be incorporated into the picture.

We do not realise how fortunate we are here in the UK that in this technological age, we still have some semaphore signalling left. Before street lighting was improved and upgraded to electricity, the gas light through the spectacle of the semaphore would be relatively bright, but now with light pollution they are difficult to see.

Most of what was familiar railway infrastructure has disappeared over time but there are still a few places where, to a degree, time has stood still and pockets of signals can still be found. Hopefully this will help anyone who is not familiar with this area to know the places they could visit should they like a personal photographic record of what's left before it's too late.

Like all the original railway architecture, signalboxes were designed to attract people to the railways. Once they've gone, the photograph

is of just a train in another field, until the saplings start and a little copse grows where the signalbox was, of course. However, some of the remaining semaphore signals have suffered aesthetically from health and safety regulations by having huge safety cages built around them, and instead of being painted gleaming white as in BR days they are now either coated in grey micaceous iron oxide or they have been replaced by modern semaphores which have a large maintenance platform and huge safety cages. These are usually hot dipped galvanised and left self-colour, not painted: functional but ugly. Also many 'double pegs' have had their distant peg removed and the home boards lowered as much as possible while still being within sight of the train driver.

The signalbox is a building type that is unique to railways, although in the Napoleonic wars semaphore signalling towers were used and it was a development of these that were used at junctions, while other signalboxes were no more than a hut accompanying a signalling platform.

The signalboxes as we know them today were the invention of John Saxby, who made a significant advance in mechanical interlocking between points and signals for which he obtained a patent in 1856. He went into

partnership with John Farmer in 1863 to form the signalling contractor Saxby & Farmer. The signalboxes here are of their design for the London and North Western, with brick bases and generally very tall. However, some have succumbed to the double glazing salesman and a lot of the cabins are now uPVC. Not all of the boxes work semaphores, some control multi aspect colour lights while others are set back from the running lines since the four tracks were reduced to two lines in the late 1980s and are no longer conducive to a good photograph of a train passing.

There are still some signalling relics left in the UK, but unfortunately none are on the North Wales Coast route. What is left is a shadow of its former self, with just a few isolated pockets of BR type upper quadrants strewn out along the route, but at least most are still painted white (albeit some rusty) and not many have suffered from the safety cages.

After some investigation I found that the railwaymen along this route were expecting 2016 would see changes made and conversion of the line to Bi-Di (industry jargon for bi directional signalling), with it all controlled from Cardiff.

According to Network Rail, the official date is 'mid 2016'. However, this may be a little

optimistic; for example, the new box at York is finished according to some of the signalmen in the old 'box, yet at the time of writing they are awaiting a training programme. The Sheffield area should have been controlled by York at the end of 2014, but unforeseen circumstances has led to the Lincoln area moving there before Sheffield, with North Lincolnshire due to switch in December 2015.

Now the latest information I am getting since the Government cuts is a 2017 start, with the section Chester to Llandudno being the first to

go, followed by the section to Holyhead. Therefore we have concentrated on the line as far as Llandudno.

Also, the proposed changes to Bi-Di have not pleased the Train Operating Companies that use the line, as extra training is required for the drivers, and in written communications with Network Rail, Virgin Rail is requesting extra, and ongoing training, while Arriva Trains has opposed the idea and is seeking compensation should it go ahead.

Unlike in the past when colour lights were

erected at the side of semaphores during modernisation with their lights covered with a cross, the current method is to have the signal post hinged at the base so everything can be assembled and wired while laid down, then at the point of changeover they are simply lifted vertically and locked into position.

History

The North Wales Coast line opened to Bangor in 1848 and finally, after completion of the Britannia Bridge across the Menai Straits, Holyhead was reached in 1850. This enabled a fast route to Ireland via the Holyhead ferry providing a main trunk route made famous by 'The Irish Mail'.

How different from the original Irish Mail when Queen Elizabeth I decided to establish a weekly post to Ireland in 1572. The route via Chester and Liverpool was chosen, but four years later it was switched to Holyhead for a shorter sea crossing.

By 1784 the Turnpike Acts resulted in improved roads on which a mail coach operated almost daily from London to Holyhead, but it still took just under two days to make the journey. Then in 1801, Ireland became integrated with the United Kingdom with its own elected members of Parliament and still the only communication link between London and Ireland was by horse-drawn road coach then a sailing ship between Holyhead and Dublin (Dun Laoghaire).

Thomas Telford was employed to improve the Holyhead road, later called the A5. He created the suspension bridge at Conwy and the high bridge over the Menai Strait to the island of Anglesey. Even though it is a mountainous area, Telford took a direct route through Llangollen and Betws-y-Coed.

The development of railways led to demands for a rail route to Holyhead, and George Stephenson, predicting that fast and heavy trains would need to use the line, proposed a northern route which avoided the mountains by running along the coast. The Chester and Holyhead Railway Act was passed in 1844, and construction began on March 1, 1845 with George's son Robert as chief engineer. (The Chester and Crewe line was built by a separate company, and opened in 1840.)

Although the route was largely along the coast, some pioneering engineering was needed, especially the high bridge across the Menai Strait required to give clearance for shipping.

The Irish mail went to Holyhead by train for the first time on August 1, 1848 and in 1859 the North Wales coast line had become the property of the London and North Western Railway Company, which had in fact been working the train services from the opening day. The LNWR, which owned the West Coast Main Line from London Euston to Carlisle, set out to promote traffic on the coast line by encouraging tourist traffic to the seaside resorts – notably Rhyl, Colwyn Bay and Llandudno, the latter reached by a short branch line opened in 1858. As traffic increased many sections of the line were quadrupled, with larger stations built to handle the extra volume and some level crossings replaced by road bridges, as can be seen today near Rhyl and Prestatyn stations.

Development of signalling

When railways sprang up, policemen were employed by all companies. They had several responsibilities, but the main one was giving hand signals to inform drivers of the safety of the road ahead. However, they had no means of



The sun sets at the 11th hour of signalling at the site of the original Holywell station with LNER A4 Pacific No. 60009 *Union of South Africa* returning in the evening of August 17, 2014. The down platform is still there on the left, and behind is the ornate two-storey station building hidden by the trees, now a private residence. This is actually at Greenfield and the remnants of the one-mile branch to Holywell itself, opened in 1912, can be seen on the left. After the branch opened this was renamed Holywell Junction. The station closed to passengers in 1966 and for freight in the 1970s. The branch, which closed to passengers in September 1954, had the steepest gradient on a regular passenger route in the UK at 1-in-27. It also had one intermediate station at St Winifred's Well, the oldest continually visited pilgrimage site in the UK.



LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* speeds through the western end of Rhyl station on August 3, 2014 passing another LNW type 4 box, originally Rhyl No. 2, closed in 1990. It is one of the largest boxes in the UK, originally having 126 levers, although being Grade 2 listed it is suffering from neglect with ivy growth covering the whole of the eastern end. On the east side of Rhyl station is a Saxby and Farmer LNW type 4 box, also Grade 2 listed, and originally Rhyl No. 1 with 90 levers controlling among other semaphores, a large gantry. Just the odd signal and ground signals remain now.



Above: Now there are only four!

“The best place to start is Helsby, where the picturesque station regularly wins awards.”

Left: No. 46233 enters Abergele & Pensarn at sunset. This loop is scheduled to be removed and the platform widened to suit. There is another semaphore to the right but is obscured by a sighting board.

communication with their colleagues along the line, and trains were only allowed forward after a certain time ‘interval’ had elapsed after a train had passed him.

The ‘Bobby’ would stop the next train if it arrived within five minutes or so and let a train through with a caution signal if it arrived between five or 10 minutes. After 10 minutes or more the line was deemed to be clear. The drawback with this system is that if a train failed, the policeman controlling entry to the section would not know and give a ‘clear’ signal to a following train.

This led to a train crash at Abergele in 1868, which was the worst accident on the railways to date and saw the beginning of the end of the ‘Interval System’ and accelerated the change to semaphore signaling.

What happened beggars belief, but we have to cast our minds back to 1865. Railways were still relatively new and the rules were scant. The nation’s population was around 13 million. Education for the working class was elementary – just concentrating on the ‘three Rs’ – and boys could leave school at 10 years old.

The average working week was 56 hours, but up to 15-hour working days on the railways was the norm and life expectancy only 43 years. Considering that engines did not have cabs and the driver and fireman worked from a virtually unprotected platform travelling at speeds up to 40mph in wind, rain and sleet, leads one to believe enginemens had to be big and tough... so it may have been brawn over brains.

It was written at the time: “No other collision has ever yet, in this country at least, been attended with such a loss of life, nor presented such horrifying features. The crashing of the engine and carriages into a heap of splinters, each of which wounds unfortunate passengers like a sword, is horrible enough to contemplate; but when fire in its fiercest form is added to the scene, no more frightful occurrence could be imagined.”

The down ‘Irish Mail’ was on its way, hauled by the most powerful engine, *The Prince of Wales*, with a rake of three postal vans and eight passenger coaches, passing Abergele five minutes late around 12.40pm at about 40mph.

Up ahead was a pick up goods train, having passed Abergele some 25 minutes earlier, that was trying to clear the line by going into one of the two sidings at Llandudlas which served a lime quarry.

Unfortunately, both were partly occupied by goods wagons and could not accommodate the whole goods train. So the stationmaster organised loose shunting which involved leaving six wagons and a brakevan on the main line.

There were two brakemen on the goods train and both men took part in the fly shunting – a method of pushing uncoupled wagons with the locomotive and letting them roll ahead. However, the wagons on the main line did not have their own brakes applied, and were held only by the brakevan – on a gradient of 1-in-100, falling towards Abergele. During the manoeuvre the wagons received a knock that caused the brakevan to release its own unsecured brake and the wagons ran away in the direction of Abergele. No one could catch them to apply any brakes and the runaway wagons disappeared out of sight around a curve in the line. ➔



BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* passes the delightful Helsby station. The box is Grade 2 listed. The totems on the signalbox are awards for the best kept station; note how these have been replaced by later ones.



No. 70013 storms away from Holyhead. Behind the exhaust once stood the engine shed.

Around 3km from Abergele the driver of the 'Irish Mail', now slowed to 30mph up the grade, saw the wagons coming towards him from around the curve at about 12mph, shut off steam and the fireman applied the brakes. The driver told the fireman to jump as they could do no more. The driver jumped but the fireman didn't. The force of the impact derailed the engine and tender but it was the contents of the wagons which caused the greater loss of life. They held 50 barrels of paraffin oil, as used for oil lamps, and a fire quickly ensued, engulfing the brake to the fourth carriage and the front of the first PO van. The dense smoke and flames prevented any rescue attempts and all of the 33 people in these vehicles perished in the inferno, their remains not being recognisable.

The two brakemen were charged with manslaughter, but were found not guilty as they were deemed to be under the supervision of the stationmaster. There is a memorial to the 33 poor souls in Abergele churchyard.

The Railway Inspectors' report "had much to be condemned" about the LNWR, which up to this time had had a good track record. This accident led to more stringent rules being ushered in, which involved the carrying of dangerous loads, goods trains in front express passenger trains and the introduction of catch points... but the main outcome was to be the ending of the Interval System and the introduction of the Absolute Telegraph and Block system, with all passenger lines being fully equipped with fixed signalling by 1895.

Many types were devised, but the most successful was the semaphore first introduced in 1841, which soon becoming widespread – some other types lingered on until the 1890s.



GWR 4-6-0 No. 5043 Earl of Mount Edgcumbe races through Bangor, where the box has been fully refurbished in 2009/10 with uPVC replacing the wood, a new roof and central heating. Outwardly the finials may be the only original items.

This wasn't the first accident on this line that brought about changes and new safety measures. In 1856 an accident occurred in Bangor station which seems even more bizarre.

The station has two through lines and two platform lines on loops. The points were weighted so that that trains would run straight through the main line. To access the platform loops, the points had to be manually switched by a bobby at the points, yet strangely, all traffic went on the platform loops and the through line was regarded as a siding...

On this occurrence the bobby set a signal to enter the platform but for some reason, which

we will never know, did not hold the points open for the platform. When the train ploughed into wagons on the through lines the bobby ran away never to be seen again.

Current situation

Although only five signalboxes have been closed along the North Wales Coast, not many semaphores remain simply because some boxes now work multiple aspect colour lights.

There is an area around Helsby and Frodsham (however, at the latter the semaphores are mainly hidden by trees) that still have a good number of semaphores, while



No holidaymakers out today in the driving rain, which gives an atmosphere consistent with the run down appearance of the signals, as LMS Royal Scot 4-6-0 No. 46115 Scots Guardsman passes Abergele on August 2, 2015. Note the stabilising strut; not many of those I suspect. Previously, in the days of tall signals, guide ropes (wires) would have provided the support.



At Mostyn, the single doll is a reminder of what it was like when there was the ironworks and a colliery here. Mostyn is a Grade 2-listed type 4 box, only opened when required. Once part of a large complex that served the docks, an iron works and colliery, it is an ornate box in extremely sad external condition with the N missing from the nameboard, thus proclaiming this is 'Mosty'. No. 46115 Scots Guardsman passes on August 2.

the rest are strewn out along the North Wales coast.

The main junction on the line is Llandudno Junction, once having a large allocation of engines and vast sidings. The line branches off to Llandudno to the north at the west end of the station with an intermediate station at Deganwy and to the east of the station the single line heading south alongside the beautiful river Conwy and over the hills to Blaenau Ffestiniog.

Unfortunately, the original very large and extremely tall signalbox was replaced in 1985 by a flat-roof modest-looking affair. The semaphores were replaced at the same time.

Surrounding the current signalbox is an array of grey container-type boxes of electrical equipment guarded by palisade fencing. It is an insult to those Victorian designers, craftsmen and artisans to see their work simply brushed aside in the name of progress, replaced by something that would not get planning permission had it not been state owned.

The photographs here do not cover all of the extant semaphores, just the main ones of interest for the photographer. Some of the signals are inaccessible, while others are not positioned to suit a photo with a train passing. The best place to start is Helsby, where the

picturesque station regularly wins awards.

Fortunately, most of the signalboxes are Grade 2 listed, but that does not mean they will be cared for; they just cannot be demolished, see Rhyl No. 2 and Mostyn. Most likely they will be boarded up, neglected and left to rot. Should you wish to apply for listing any building, the information for doing so is on the English Heritage website.

My thanks and acknowledgement goes to Peter Goddard for filling in gaps in the photographic record as we did not have time to cover all of the line, due to the cancellations this year.

HR



LMS 'Black Five' 4-6-0 No. 45231 passes Helsby with the 'Welsh Mountaineer' of August 4, 2015. Note the repeater on the left, not many of which survive.

A4s – the Dad's Army of the railwayana world

THE LNER A4s are like Dad's Army – dateless. Just as Capt Mainwaring and his bumbling cohorts still make millions laugh nearly 50 years after they first appeared on screen, so Gresley's masterpieces are still able to draw gasps of admiration from young and old alike eight decades after making their debut.

To many railwayana collectors they represent the pinnacle of their hobby, and like most pinnacles they are difficult to ascend. Items from these majestic Pacifics rarely come up for auction, and when they do deep pockets are a must – and that's deep as in ocean deep, not river deep.

Thus, the star of Great Central's



December 5 auction at Stoneleigh is not in doubt, whatever one's Big Four preference. It is nameplate *Falcon*, from A4 No. 60025, a 1937 Doncaster product that ended its working life in October 1963, when shedded at Peterborough's New England depot (34E). The loco's worksplate (works No. 1849) is also being sold, separately from the nameplate.

Three further LNER offerings are *Gainsborough* (A3 No. 60086), named after the winner of the triple crown – 2000 Guineas, Derby and St Leger – in 1918, *Leslie Runciman* (B1 No. 61238), named after an Eton and

Cambridge-educated LNER director born in 1900 who died in 1989, and *The Fernie* (D49 No. 62762), named after a south Leicestershire hunt founded in 1853.

From the GWR come *Clifford Castle* (No. 5098), *Queen's Hall* (No. 5912), *Yiewsley Grange* (No. 6859), and *Willesley Hall* (No. 6967), while cabside numberplates from both the Castle and Grange will also be going under the hammer, and from the Southern Railway comes a single nameplate representative in *Sir Galagars* from No. 30776, one of the earlier North British 'Scotch Arthurs' to be withdrawn, in January 1959.

The LMS weighs in with three – *South Australia* and *Indomitable* from Jubilee Nos. 45567 and 45720, and *Royal*

Engineer from Royal Scot No. 46109. Indeed, the LMS also has a bit of a say in a fourth, *Novelty*, from LNWR Improved Precedent No. 1682/LMS No. 5036, withdrawn in July 1928. Finally there is *Apollo*, from Britannia No. 70015.

In addition to Nos. 5098 and 6859, cabside numberplates include 7022 from *Hereford Castle*, there are smokebox numberplates from GWR Castle No. 5085 *Evesham Abbey*, SR King Arthur No. 30775 *Sir Agravaire* and LMS Jubilee No. 45587 *Baroda*, worksplates from LNER duo B1 No. 61189 *Sir William Gray* and D11 No. 62679 *Lord Glenallan*, and an alloy 'The Royal Scot' headboard. Totem station signs include Southern Region Bridestowe making its auction debut. Auctioneer Mike Soden will start proceedings at 10am.



Also rans? More like winners!

It's not often that nameplates in particular, or main line steam in general, have to take a back seat at a railwayana auction, but that was certainly the case at David Lewis's auction at Crewe Heritage Centre on October 17, when a seemingly humble handlamp sold for a record price and an equally humble 0-4-0ST shamed its more prestigious brethren.

The handlamp, which was featured in *Heritage Railway* issue 207, was a Mid-Wales Railway rarity that sold for a resounding £13,500,

almost exactly twice the previous record of £6850 for a railway lamp. Bearing several identification brass plates, the lamp came from the signal department at Llanidloes, a station on the line between Moat Lane Junction and Builth Wells.

Next up at £10,400 was the smokebox numberplate from Lancashire & Yorkshire Railway 'Pug' 0-4-0ST No. 51230, built at Horwich in 1906 and withdrawn from its long-time home of Agecroft (26B) in 1958.

"These two items shocked us all," said a delighted David at close of play.

Main line steam did (eventually) get a look in, when nameplate *The Badsworth* from Gresley LNER D49 No. 62739 went for £10,200, followed at £9100 by *Hydra* from LNWR Precursor No. 617 that was withdrawn by the LMS as No. 25300 in July 1940.

Headboard 'The Midlander', a 1950s' London Euston-Wolverhampton (High Level) express, sold for £2600, leading station totem sign was

Redcar Central (£2500), and new homes were found for a cabside numberplate

from GWR No. 6869 *Resolven Grange* (£1880) and a North Staffordshire Railway 16in wall clock (£1700).

A trio of £1200 realisations each comprised a 3½in gauge live steam model of LMS 2-6-0 No. 2960, an LNER worksplate from Class 8F 2-8-0 No. 48738 built for the LMS at Darlington in 1945, and an ex-Chester LNWR Tyer's train describer. "We had an amazing day with good prices for quite a lot of items," said David. Prices exclude buyer's premium of 10%.



Game, set and match to the LMS

It was game, set and match to the LMS in Great Northern's October 3 auction at Poynton, with two of company's representatives heading the nameplate battle and the third plate to be sold in the category coming from a Standard Pacific that had been built at the former LMS Crewe works.

Heading the contenders at £9000 was *Kolhapur* from preserved Jubilee No. 45593, followed at £8000 each by *Jamaica* from another member of the class, No. 45612, and *Earl Haig* from Britannia No. 70044. A fourth plate, *Sansovino* from Gresley A3 No. 60053, failed to go to a new owner, although the LNER found solace when smokebox numberplate 60082 from another A3, *Neil Gow*, went under the hammer for £2500.

A platform chocolate machine complete with old pennies and maker's plates was a sweet success at £4600 – a platform ticket machine also performed well, at £2500 – while a 12in clock from Chester Northgate booking office dating from the 1890s sold for £2000, a price matched by the top worksplate, from 1948 Darlington-built

(works No. 2058) A1 Pacific No. 60139 *Sea Eagle*.

Totem sign Oxford Road from the London Midland Region station in Manchester made £1400, the tenderplate from Cambrian Railways 0-6-0 No. 4 *Alexandra* – which would have become GWR No. 897 were it not withdrawn in July 1922 – £1300, and a 1951 Gorton worksplate (works No. 1036) from EM1 electric class No. 26029/76029, £1200.

Great Northern's Dave Robinson was a contented man as the punters wended their way home. "All the hard work ended in a day that went without a hitch. We got three of the four nameplates away, and the chocolate and platform ticket machines did really well. To cap it all, we had posted the results on the website by 4.30 the same day, which I was very pleased with."

This was Dave's first auction at which he charged a buyer's premium of 10%. "There were no adverse comments whatsoever, either on the telephone or on the day. The premium means we can carry on now. If we hadn't introduced it, holding these auctions would have ceased to be a joy."

Jubilee bandwagon rolls on at Solent

THE inexorable march of LMS Jubilee nameplates continued at Solent's October 24 sale, thanks to nameplate *Quebec* from No. 45555 going under the hammer for £8020, just three weeks after two others from the class fetched £8000 and £9000 at Great Northern's auction – and just over a month before two more go under the hammer, at Stoneleigh on December 5 (see separate articles in this column).

Live steam models are currently proving to be popular, as shown by the £3000 realisation for a 3½in gauge model of LNWR Improved Precedent 2-4-0 No. 619 *Mabel* and £2250 for a 5in gauge 0-4-0ST named *Fred*.

London Brighton & South Coast Railway items included a Harper's wooden-cased block instrument from Shoreham B signalbox (£2500), a Brighton worksplate from 1908-built I4 class 4-4-2T No. 35/SR No. 2035 (£1500), and a collection of six station enamel signs from the Brighton station departure board, including



Horsted Keynes and East Grinstead (£1120).

A nostalgic item that went under the hammer for £1600 was an engine manufacturer's plate from the SR Golden Arrow ferry *Canterbury*, built by William Denny & Brothers of Dumbarton and delivered to the Southern Railway in March 1929 for operating on the Dover-Calais route. Its fascinating history included wartime service evacuating troops from Boulogne and Calais in 1940

and five trips to Dunkirk, and taking part in the June 1944 Normandy invasion. It returned to service with the Southern Railway in July 1945, was inherited by BR, and made its final crossing in September 1964.

Solent's Nigel Maddock told me: "We had our biggest attendance of the year, and prices were very pleasing, with all the large value items finding new homes. Enamels sold well, especially the LBSCR indicator board signs, and models are also doing well at the moment."

"I think the railwayana business is in a very buoyant period, with a large and interesting variety of items on the market realising good prices. This is especially pleasing considering the number of specialised and growing non-railwayana auction houses given over to this area of collecting."

Prices exclude buyer's premium of 10% other than the *Quebec* nameplate, which carried no premium.

→ The two eras of British Railways – steam and diesel – were highlighted at a vintage and collectors' toys auction held by David Duggeby of Scarborough on October 12. Sharing top railway model realisations at £250 apiece were a Hornby OO-gauge A4 class No. 60018 *Sparrow Hawk* in BR blue livery, which was sold with a GWR 2-8-2T, and a Bachmann in similar gauge of the Midland Pullman six-car DMU set. The prices exclude buyer's premium of 20% (inc VAT).

Built by Metropolitan Cammell in Birmingham, the Midland Pullman ran from 1960-66 on the London

St Pancras-Manchester Central route. It had a maximum speed of 90mph, but was withdrawn after the electrification of the WCML, which provided a faster service between the two cities. The Western Region ran similar eight-car sets from Paddington to Bristol and to Birmingham/Wolverhampton until 1973.

→ A Vectis model train and railway books sale at Thornaby on October 16, was dominated by Trix with four of the German company's models featuring in the top six realisations. Leading prices of £440 were achieved

by a collection of Minitrix N-gauge BR Eastern Region coaches and a Trix HO-gauge continental outline electric loco, while at £380 apiece came another Trix duo, comprising an HO-gauge 'King Ludwig Train' and a limited-edition HO-gauge model of an early 4-4-0 steam loco. The £380 hammer price for this pair was matched by a Bing OO-gauge LMS-liveried clockwork 2-4-0 that was sold with four coaches and assorted wagons and accessories, and a Tenshodo of Japan HO-gauge five-car high-speed train. The prices exclude buyer's premium of 20% (exc VAT).

Schoolboy memories are made of this

WHAT I enjoy about railwayana is that it isn't purely about buying and selling. It's also about recalling uncomplicated days when the sun always shone, parents were relaxed, mates were mates, and trainspotting was the most logical and time-consuming hobby in the world. Steam engine sheds were there to be bunked, shedmasters there to be avoided, numbers there to be noted, and station platforms there to congregate on, usually at one end as close to the tracks as officialdom allowed.

More than half a century later, railwayana has a unique ability to turn on the tap marked nostalgia. A station totem sign, maybe, or perhaps simply a shedplate. And probably best of all, maybe a nameplate.

Melton Hall, which is to be the star of Talisman's November 28 auction, does it for me. Not specifically because of the locomotive from it came, but



for its class, the Gresley-designed B17, also known to some as 'Sandringhams' but to most of us from the era as 'Footballers'. Okay, *Melton Hall* isn't exactly a football club, but let's not quibble. To we steam trainspotters whose home patch was the former GER line out of Liverpool Street, all members of the class were 'Footballers', and as such were to be revered and admired.

Melton Hall was carried by No. 61638, built at Darlington in 1933 and withdrawn from March (31B) in 1958 after a quarter of a century's service. The plate was dug up from Doncaster works by a JCB operator in the mid-1990s when the site was being developed into housing, and despite its years underground it emerged in good

condition. The hall that gave its name to the 4-6-0, Melton Constable Hall, was built between 1664 and 1670, and survives today, although its condition has caused concern in some quarters.

Another item from an LNER locomotive set to go under the hammer is a worksplate from A4 No. 60006 *Sir Ralph Wedgwood*, which started life in January 1938 as *Herring Gull* and was renamed in January 1944. The chimney from another LNER Pacific, A3 No. 60074 *Harvester*, will also feature, as will LNER direction signs for Trimdon and Bishop Auckland stations.

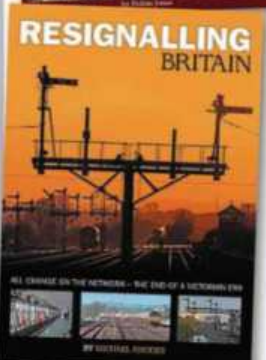
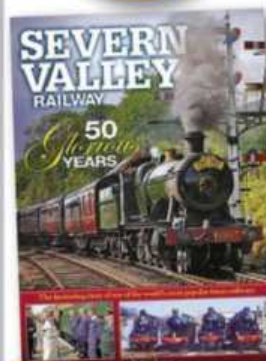
There's also a North Eastern Region 'Lost luggage enquiries' enamel doorplate, a 5in gauge live steam model of a Great Northern Railway Stirling single, and handlamps from GN&MSLR Joint, Halifax & Ovenden, and Edinburgh & Glasgow railways. The auction, at Newark Showground, starts at 10am.

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On one of its last workings before withdrawal for overhaul, LNER D49 4-4-0 No. 62712 *Morayshire* crosses the Avon viaduct south of Birkhill on the Bo'ness & Kinneil Railway, with a photo charter organised by Andrew N Fowler on October 26. JONATHAN GOURLAY



Take *Flying Scotsman* to Ireland!

HAVING recently returned from a planning trip to Ireland, Steam Dreams' chairman, Marcus Robertson, has announced that next year's 'Emerald Isle Explorer' tour will cross the Irish Sea from Holyhead on June 15.

He is eagerly looking forward to the trip and commented: "We had a fantastic time in Ireland this year and are all really looking forward to going back in 2016. We've pretty much changed the itinerary with new routes, new destinations and one new extra locomotive, 2-6-4T No. 4.

"No, we are not really taking *Flying Scotsman* with us but as an attractive starter, the 4-6-2 is booked to head the Explorer's initial leg from Euston to Holyhead".

"One of the great pleasures we experienced this year was to work with the Railway Preservation Society of Ireland and Irish Rail. Now, as a result of our recent visit we can add

Translink, which we met in Belfast. It has exactly the same 'can do' attitude as its colleagues south of the border and has been very helpful.

"Against all our expectations, it looks like all legs in Northern Ireland will be steam-hauled, most probably by Belfast-based 4-4-0 No. 85 *Merlin*."

From Dublin Connolly station, 2-6-4T No. 4 will take the train over what is generally acknowledged to be Ireland's most scenic railway along the east coast to Wexford and Rosslare. 2-6-0 No. 461 also enters the action heading a train from Rosslare to Waterford via Limerick Junction to Cork, for a two-night stop.

Given time to visit the *Titanic* exhibition, passengers join an afternoon train from Belfast to Dublin, worked by 4-4-0 No. 85 *Merlin* on the tour's penultimate day. Passengers staying in Dublin can travel north with diesel traction to Belfast, returning back over the border with steam...

Hosking buys *Sherwood Forester*

MULTI-millionaire Jeremy Hosking has added LMS 'Black Five' No. 45231 *The Sherwood Forester* to his fleet of main line locomotives.

Bought from the estate of the late Bert Hitchen, the man who rebuilt the 4-6-0 to main line standard, the 'Five' will remain at Carnforth until the new year, when it will be inspected before joining Locomotive Services' line-up. With at least four Hosking engines – *Braunton*, *Bittern*, *Nunney Castle* and *Blue Peter* – receiving or waiting for attention, No. 45231 will form a useful back-up engine. Subject to its examination and some fettling, the 'Black Five' is to be based at Southall but made available for traffic wherever the need arises.

Considering the impact that its previous owner made on the main line scene, it thought probable that the engine will always been known as 'Bert's engine' to footplate men involved in running steam-hauled charter trains on the national network.

As to other matters in the works at Crewe, spokesman, Peter Greenwood, reports that rumours suggesting the overhaul of Bulleid 4-6-2 *Braunton* was nearing completion were premature. Work on the Bulleid's boiler is now

complete but the engine needs to be reassembled before it is given a proving run and returned to Southall in the new year.

Plans for recently outshopped LMS 4-6-0 No. 46100 *Royal Scot* are as reported last month, that the engine will return under its own steam from its testing visit to the Severn Valley Railway to Crewe where it will be the focus of attention and prepped for light and loaded proving runs around the West Coast circuit via a stopover at Carnforth.

And what of BR 7P 4-6-2 No. 70000 *Britannia*? At the time of writing the 4-6-2 was back at Southall having its latest vibration problem assessed. Apparently the cause of vibration is not associated with previous trouble because no wheels show any sign of having slipped their axles, a snag that kept the engine out of traffic for almost a year several months ago. Booked to appear in the Bluebell Railway's October 31-November 1 Giants of Steam event, No. 70000 was replaced at short notice by *Bittern*.

Released from the Mid Hants Railway the A4 was taken by road to Sussex where it turned out to be the star attraction. When arrangements are completed, *Bittern* was set to travel to Crewe by road.



Tangmere may miss out on Christmas trips

MOVED to Carnforth on September 30 for selective overhaul following a series of front end problems, Bulleid 4-6-2 No. 34067 *Tangmere* was still 'in the works' during the first half of November putting its busy end-of-year schedule at risk.

If the 4-6-2 is not returned to Southall by November 19, then West Coast will need to find a replacement for RTC's Weymouth-Waterloo shopping trip on the 21st and/or the 'Bath Christmas Market' charter from Poole to Bristol on November 26.

Two days later, Railway Touring Company's 'Cheshireman' from Bristol to Chester train is another trip booked

for Bulleid haulage.

On December 5, the 4-6-2 is down to head a Three Bridges-Salisbury-Bath 'shopper' followed by a trip to the seaside departing Victoria for Eastbourne and Hastings working RTC's 'Christmas Sussex Belle', on December 8.

For its final planned pre-Christmas outing, *Tangmere* is booked to head RTC's 'Sherborne Christmas Carols' special to the Dorset abbey town or alternatively Yeovil Railway Centre on December 15.

Much then depends on how quickly the 4-6-2 is restored to health and is back on station at Southall.



LMS 'Black Five' 4-6-0s Nos. 44871 and 45407 cross the first viaduct at the Horseshoe Curve on the climb to County March summit on the West Highland line with an SRPS excursion returning from Fort William to Polmont on October 24. DEREK PHILLIPS

Scotsman to make Borders Railway debut next year

TALK of *Flying Scotsman* travelling along the newly opened Borders line may become reality with news of a proposed trip to Tweedbank on May 15 next year. The visit is a planned part of a 'Cathedrals Express' flagship four-day short holiday tour to Scotland, departing from London on May 14, with steam-haulage from York northwards, with *Flying Scotsman*.

The following day, the proposal is for *Scotsman* to make a lunch-time foray along the Borders line to Tweedbank, before returning to Edinburgh to head over the Forth Bridge and around the Fife Circle via Alloa – two routes not open

when *Flying Scotsman* was regularly about and about on the main line before its current, lengthy overhaul.

The A3 is then booked to return the train to London, before commencing a series of day trips for Steam Dreams. Although these trains are still six months away Steam Dreams has said that it is surprised by the public response. Steam Dreams' chairman, Marcus Robertson, said: "That's a tribute to the popular appeal of *Flying Scotsman's* image as held by the public in general.

"It is also good to see that short half-day 'cream tea' specials from Salisbury and Bristol are proving to be as viable as our full day and holiday tours."

Double 'firsts' for RTC

TWO trains featuring locomotives making their first public appearances on the national network for many years feature in the start of the Railway Touring Company's 2016 programme.

First will be the long-awaited re-appearance of LNER A3 4-6-2 No. 60103 *Flying Scotsman*, on RTC's 'Winter Cumbrian Mountain Express' from Manchester Victoria to Carlisle, via Shap, on Saturday, January 23.

Fresh from its lengthy overhaul by Riley & Son, (which is also responsible for managing *Flying Scotsman's* appearances on the main line), this will be the main line passenger debut for the world-famous 4-6-2 and likely to be the only one while still

painted in black undercoat.

The A3 returns to Manchester, via the Settle and Carlisle line, to complete quite a testing first run, before its 'official' re-launch in February.

Shortly afterwards, LMS 4-6-0 No. 46100 *Royal Scot* is expected to re-enter main line service, working RTC's 'North Wales Express' from Liverpool to Holyhead via Chester on Saturday February 6.

Following a completion of its protracted rebuild at Crewe and subsequent running-in on the Severn Valley Railway in the autumn, the 'Scot' will be hauling its first main line passenger train, since withdrawal from normal service in October 1962.

RAIB issues interim report on Wootton Bassett SPAD

CONTINUING its investigation into the SPAD (signal passed at danger) incident involving Bulleid 4-6-2 No. 34067 *Tangmere* at Royal Wootton Bassett on March 7, the Rail Accident Investigation Branch said it was not the first time that a footplate crew on the locomotive had turned off Automatic Warning System apparatus.

A new RAIB supplementary report stated: "Train 1Z67 left Bristol Temple Meads three minutes late, the crew consisting of the driver, fireman and two members of the locomotive's support crew.

"Witness evidence suggests that the journey to Royal Wootton Bassett junction was uneventful with the exception that the driver was experiencing poor forward visibility through his windscreen because the locomotive's exhaust was being blown towards the left-hand side of the boiler. "In order to improve his sighting the driver decided to drive the train with his head positioned outside of the cab's side window.

"The driver controlled the train's brakes throughout the journey using the vacuum brake controller valve. This had

the effect of controlling the brakes on the locomotive, tender and the 12 coaches connected to the automatic vacuum train pipe.

"At around 5.24pm the train was approaching signal SN43 at 59mph when it passed over the portable AWS magnet associated with the local speed restriction. Around a second after this the AWS horn sounded and the orange (in cab) light began to flash.

Full brake application

"The locomotive's On Train Data Recorder shows it took the driver 4.2 seconds to acknowledge the warning by which time the AWS systems had already demanded a full brake application.

"The AWS system is designed to maintain a brake demand for at least 59 seconds and this should have resulted in the train being brought to a stop. In these circumstances the rule book requires the driver to immediately contact the signaller.

"The driver indicated to the fireman that an AWS brake demand had occurred, his expectations were that the fireman would open the AWS isolating cock in order to bypass the AWS brake

demand and release the brakes.

"The fireman stated that he believed that he was following the driver's instructions when he crossed the cab and opened the isolating cock.

"Witness evidence suggest that the isolating cock was not sealed before the fireman opened it.

"The rule book permits drivers of trains in service to isolate the AWS system only if it has become defective or it is inoperable owing to the configuration of the infrastructure. In these circumstances the rule book requires drivers to bring their trains to a standstill and contact the signaller.

"However in this case the train was not brought to a standstill and instead continued on its journey. On Train Data Recorder showed that the brake demand made by the AWS system ceased to be effective after 12 seconds after it was initiated.

"The brief brake application which resulted in the AWS brake demand before it was bypassed reduced the train's speed by a total of 8mph.

"Witness evidence and the data recorder show that the AWS isolating cock remained open during the

remainder of the incident having the effect of making any subsequent AWS or TPWS brake demands ineffective...

The report summarised by stating: "The evidence available indicates that the SPAD at SN45 was not the only occasion on which the AWS isolating cock was used by a train crew operating *Tangmere* in order to bypass an AWS brake demand.

"The extent of this practice continues to be the subject of further investigation."

Remains ongoing

THE RAIB's investigation will also look into other possible factors that led to SN45 being passed at danger.

"This will include the competence of the train crew involved and how it was managed by West Coast Railways, how the AWS system isolations were managed by West Coast Railways, the design (including ergonomics) and certification of AWS and TPWS systems on *Tangmere* and how these were maintained and inspected by West Coast Railways."

A spokesman for the Office of Rail and Road said that its independent investigation remained ongoing.

'Lickey Rambler' out of gauge

Having returned GWR 4-6-0 No. 4965 *Road Ashton Hall* to traffic after the locomotive was 'stopped' on shed with a leak in its smokebox, its trip on November 7 was cancelled because of a gauging problem.

Booked for Vintage Trains' 'Lickey Rambler' double-header with 0-6-0PT No. 9600, the train did not run because Network Rail declared the Hall out of gauge at Barnt Green station, roughly a mile after the summit of the 1-in-37 gradient. Spokesman Ben Mason said that Network Rail gauging engineers are following up Tyseley's suggestion that track has moved by trains coming off the Redditch branch...

Castle class 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, which was taken off its train at Carlisle on September 19 because of a worn bearing, is currently being reassembled after bottom end maintenance. The Castle will be given at least one proving run before working Vintage Trains' 'Christmas White Rose' from Warwick Road to York on December 12.

It has not been decided whether the Earl will head another evening 'gourmet special' around the Midlands as part of its running-in plan, but it is probable that the 4-6-0 will work Vintage Trains' 'Lindum Christmas Market' trip to Lincoln on December 5. If that is the case, the Hall will head the 'Oxfordshire Explorer' from Warwick Road to Oxford via Worcester on November 21.

58 HeritageRailway.co.uk



Not forgotten: Duchess passes restored memorial

LMS on LNER metals: LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* near Essendine north of Peterborough on the Railway Touring Company's 'White Rose' railtour from King's Cross to York on October 31. Just visible trackside near the 1938-built Pacific is the memorial to railway enthusiast Brian Carter, who died in 1950 at the age of 23.

Shortly after Brian's untimely death from a lifelong heart defect

the memorial, which records his love of railways and was paid for by his father's former colleagues at a west Wales dairy, was placed with BR's permission beside the East Coast Main Line near milepost 89. It was the location that had become the young enthusiast's favourite trainspotting site after he and his family moved to Lincolnshire, and it was also where he had asked for his ashes to be scattered.

The memorial has survived the ensuing 65 years in situ, but after the elements took their toll, *Heritage Railway* led a restoration project in the summer in partnership with Network Rail, restorer Paul Tilley, and former Network SouthEast public affairs manager, Mike Lampert, who organised a nostalgic final visit to the memorial by Brian's mother, May, in 1994, when she was aged 99.

BRIAN SHARPE



LMS Jubilee 4-6-0 No. 45699 *Galatea* departs from York on October 29 with one of only three 'Scarborough Spa Express' trains run by West Coast Railways in 2015. JOHN STORER

John Cameron and those high-pressure Borders trips

It is not often that a locomotive owner is prepared to provide a personal insight into the stress caused by a high-profile trip. However, thanks to John Cameron, we reveal his 'high pressure' A4 experiences working not one but 17 Borders specials!

The owner of No. 60009 *Union of South Africa* summarised his account by saying: "Successfully completing 17 fully loaded runs within five weeks, September 9 - October 18, was great once it was finished but it certainly kept my blood pressure high during the running periods.

"To begin with, No. 9 was still recovering from two separate hot box problems (as previously reported) at Warrington when running a test trip to Carnforth and later, at Newton Abbot, en route to Par with the Railway Touring Company's 'Royal Duchy'.

"On top of all that was the knowledge that our first job over the new Borders line was to work the Royal Train from Edinburgh to Tweedbank on September 9, conveying the Queen, Duke of Edinburgh and Scotland's First Minister, Nicola Sturgeon. Little wonder my blood pressure was heading for the red mark..."

However, John said, a word of appreciation was due to DB Schenker's Paul Philips, who was responsible for the full programme of the Borders' steam specials. "In view of No. 9's immediate past record I could not have faulted him if he decided not to run the risk of using a locomotive with an, at best, unproven reliability record over

the previous month.

"Paul decided that No. 9's support crew, along with input from the LNWR team from Crewe, were all sufficiently putting their collective heads on the block to give him enough confidence to accept Union of South Africa for the job, although as a confidence-booster we teamed up with No. 60163 *Tornado* at Tyne Yard on the way north, so we did have a stand-by engine if required."

'A quiet word'

The first two specials were successfully worked by the A4, followed by *Tornado* heading a fully loaded Borders' train on Sunday, September 13, before heading off south, leaving the A4 on its own for the remaining 15 specials.

John said: "One evening, when no one else was about, I had a quiet word with No. 9 and reminded her that she was now on her own and if she let us down No. 61994 *The Great Marquess* would become my favourite locomotive henceforth.

"I could not possibly repeat what she said in reply but, as they say, the proof of the pudding is in the eating and she is now forgiven and waiting to return to Thornton!

"As for the runs themselves, the trains all had 10 coaches plus a diesel at the back, as there are no run-round facilities at Tweedbank. The first 18 miles from Portobello Junction are all uphill to Falahill summit and curbed by severe speed restrictions eliminating any

chance of a build-up of speed for the climb. The descent from Falahill was relatively gentle as several of the water bridges had speed restrictions and we had no intention of annoying the civil engineers..."

"No. 9 performed faultlessly. I suppose the worst would have been a couple of slips under a bridge on a damp morning, each one with immediate recovery. We were booked to cross a number of northbound trains on some double line sections but I believe that there was only one occasion when a train had to wait for us simply because earlier we had been delayed by a previous train.

"The weather was perfect and I never ceased to be amazed by the numbers of supporters and photographers lineside including many of my farming friends who obviously didn't have much to do on that day!"

John continued: "Obviously the critical day for No. 9 was the 'Royal Train' on September 9. Although we were late departing Waverley, we maintained our point-to-point timings all the way. Again, I have never seen so many people at the line side and on platforms as we ran though. At Galashiels I couldn't believe that there were so many people in the Borders.

"I was absolutely delighted at Tweedbank when all three of our VIPs came 'up front' and spoke at length to all the crew. The First Minister was determined to visit the footplate, despite wearing light-coloured high-heel shoes.

We were all proud to have had such distinguished guests on board our train."

Borders Railway men 'superb'

JOHN Cameron voiced his thanks to everyone involved with No. 9, including his own support crew and to Nigel Dobbing and Marcus Robertson who came to visit the trains. Turning to those on the footplate he said, "Our driver was young Steve Hanzard from Tyne, our fireman, young Tony from Carlisle - were both real experts on the job. Our traction inspector was 'not so young' Jim Smith from Thornaby who was always a steady and efficient and knowledgeable captain assisted from time to time by inspectors Gareth Jones and Bob Hart. At the rear end we had as guard the ever-cheerful Lindsay from Larbert and our comedian diesel driver John from Millerhill who kept us laughing."

He added: "I have been privileged over the years working with ScotRail, British Rail Board in London and South West Trains out of Waterloo and in the steam world with West Coast Railways. I have worked with many superbly competent railwaymen but I have to say that the Borders' Railwaymen of 2015 were superb."

John quoted traction inspector Jim Smith who summed the whole operation with, "Things don't get much better than that!" Adding: "In my old age I agree completely with him but that's not to stop us trying next year."

Bath time again



LMS 'Black Five' 4-6-0s Nos. 44871 and 45407 climb the 1-in-90 through Chinley with the Railway Touring Company's 'Tin Bath' from Preston to Sheffield, Penistone and Huddersfield on November 1. ANDREW BELL

By Brian Sharpe

THE 'Tin Bath' has become a regular part of the Railway Touring Company's railtour calendar, running on a circular route in the north of England, taking in three of the steepest climbs to be found in the Pennines, with motive power usually in the capable hands of Ian Riley's two LMS 'Black Five' 4-6-0s.

Despite its fairly simple circular itinerary, which has not varied too much over the past few years, operational problems dogged the train scheduled for March last year, which was

repeatedly postponed to April, two dates in May, then November, until it finally ran in February this year.

Although this year's train, scheduled for November 1, went ahead on the planned date, the route was changed as a result of ongoing work in a tunnel at Farnworth. With the direct route from Preston to Manchester unavailable, the train ran via Wigan to Manchester Victoria but, after the climb of Miles Platting bank, it took the route via Reddish North to Romiley, believed to be the first steam train to do so since the 1960s.

The climb to Cowburn tunnel on the Hope Valley line is at a steady 1-in-90, then on to Sheffield and Barnsley. From Barnsley, the train takes the Penistone line, climbing as steeply as 1-in-40 to cross the M1 motorway at Dodworth. Only a short section of the Great Central Woodhead route is still open through Penistone and the train crosses the viaduct on departure, as it takes the L&Y Huddersfield line.

After negotiating Huddersfield and taking water at Brighouse, the train returned to Manchester Victoria via the Calder Valley line. Unfortunately, it was not possible to take in the climbs to Copy Pit

and Sough tunnel this time, as this would have taken the train into Manchester via Bolton, and the blockage at Farnworth again.

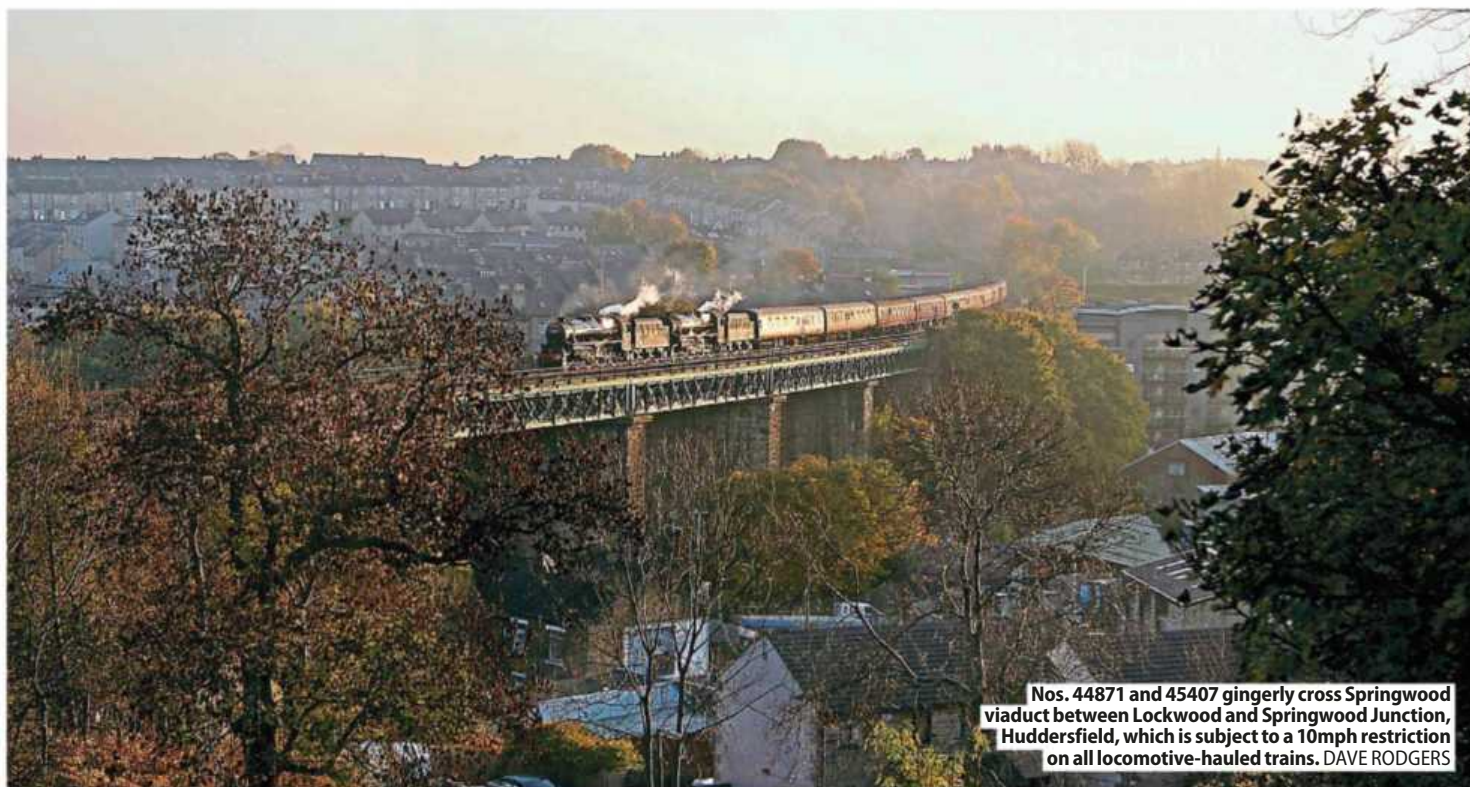
Next year's train is already scheduled for February 14 when, hopefully, Copy Pit will again feature, and the tour is expected to see the main line debut of another 'Black Five', No. 45212. This engine has not seen any main line action since it hauled the 8.50pm Preston to Blackpool South on August 3, 1968, and shunted a sleeping car in Preston station early next morning; the last non-railtour steam passenger movement on BR.



The 'Tin Bath' passes Grindleford on the Hope Valley line. ALAN WEAVER



On the Barnsley to Penistone section, the train has just passed over the trackbed of the closed line from Wath up Worsborough bank, the line that LNER U1 Beyer-Garratt No. 69999 was built for. DEREK PHILLIPS



Nos. 44871 and 45407 gingerly cross Springwood viaduct between Lockwood and Springwood Junction, Huddersfield, which is subject to a 10mph restriction on all locomotive-hauled trains. DAVE RODGERS

Duke of Gloucester reunited with its public

Standing alongside a clutch of main line engines during Tyseley's open weekend, October 24/25, BR 4-6-2 No. 71000 *Duke of Gloucester* was reunited with its public for the first time since August 2012.

Then the Duke failed at Eastleigh working a Poole-Oxford excursion and was hidden away in the former Southern Railway works' yard for months before eventually being moved to Crewe for overhaul.

As reported last month, the 4-6-2 was transported all expenses paid by the Jeremy Hosking organisation to Tyseley – by mutual agreement between the Trust and L&NWR – arriving in the Midlands on October 13 in good time to take part in the weekend event (News, pages 42-43).

The 71000 Trust's chairman, Trevor Tuckley, said that the Trust's volunteers rallied around to provide a support stand coupled with access to the Duke's footplate, which attracted much visitor attention.

Despite poor weather on the Saturday, a large number of people

showed a healthy interest in the Duke and were positive about the engine's move to Tyseley.

With improved weather on the Sunday, the Trust's stand attracted more visitors, many of whom joined the Duke as members or purchased newly-branded sweatshirts and fleeces.

In summary, it turned out to be a good weekend for Trust officials and the home team.

On the Sunday a small unveiling ceremony took place when Tyseley CME Bob Meanley revealed a 84E Tyseley shed plate positioned on the Duke's smokebox door, replacing the previous 5A Crewe North plate.

With renewed public interest in the engine, trust members are looking forward to work commencing on the 4-6-2 before the year's end. The trust continues its quest for more enthusiasts to join the ranks of members supporting the Duke. Membership costs as little as £5 a month. Visit www.theduke.uk.com for more details.

Gresley moves to the NRM

LNWR A4 4-6-2 No. 60007 *Sir Nigel Gresley* planned diesel-hauled move from its Grosmont base to the National Railway Museum has been postponed for a second time.

In a surprise move announced in October, the Sir Nigel Gresley Locomotive Preservation Trust is to carry out the A4's next 10-year overhaul in the museum's workshops over the next two to three years. In the workshops it will occupy the space just vacated by the museum's latest acquisition, a Eurostar power car (see separate story, News, page 17).

The A4's marketing director, Tod Slaughter, said that the excellent engineering facilities on offer will provide the ideal base for working on the engine and given that no unexpected problems are discovered when the locomotive is dismantled, the 4-6-2's heavy overhaul might take less time than envisaged.

The work, led by the late Roger Barker's successor, locomotive manager Darren Crone, will be carried out by the A4's team of around a dozen experienced volunteers.

The only work that is to be contracted out involves inspecting and overhauling the boiler and fitting the A4's wheelsets with new tyres.

According to Tod, the first scheduled job is a boiler lift. However, the planned move – already rearranged to take place on Tuesday, November 10, was postponed for a second time, due to "paperwork" issues. As we closed for press, no new date had been given.

The A4's arrival at the NRM was due to be followed the next day by a media call in which Darren and the trust's deputy chairman John Wilkinson were to discuss their plans for the sixth major overhaul No. 60007 has undergone since 1966.

The NRM's head of operations, Jim Lowe, was to talk about how pleased the museum is to have a real-life restoration project on view to visitors via the public viewing balcony as it prepares for the return of Gresley-designed forebear *Flying Scotsman*.

The group's support coach is due for refurbishment. When completed, the Roger Barker memorial nameplates, as previously reported, will be fitted at both ends of the vehicle.

After the overhaul is completed, the A4 will move back to the North Yorkshire Moors Railway, but it will also be available for main line charter work or arranged visits to heritage lines.

Clan Line: Mid-2016 comeback is on the cards

WORK on Southern flagship, Merchant Navy 4-6-2 No. 35028 *Clan Line*, currently under overhaul at Crewe, is reported to be making good progress on three fronts.

By late October, the Bulleid's lifted boiler and frames were the subject of 'work in progress' at Crewe, bogie and driving wheels sets are in the hands of South Devon Engineering for turning, while cab fittings and injectors are being refurbished at Stewarts Lane.

"We are pleased with progress being made on all fronts," said Merchant Navy Locomotive Preservation Society spokesman Alan French.

Taking into account that a number of new parts – superheater elements for example – that have been built up and stored as part of the society's well managed maintenance regime – it augurs well for the 4-6-2's early return to the main line.

Unless unexpected problems are

encountered, it is anticipated that *Clan Line*'s overhaul should be completed and ready for trial running locally in Crewe's sidings by the middle of next year. Providing local movements are satisfactory, the DBS-registered engine will be prepared for a main line proving run.

Just when and where will be decided when the 4-6-2's overhaul approaches the penultimate stages of reassembly.

A member of the third and final batch of 'Merchants' built, *Clan Line* was outshopped in 1948, shed its air smoothed casing in 1959 when rebuilt and sold out of service to the owning society when withdrawn in 1967.

When it originally entered traffic, the engine ran for at least two years with its nameplates boarded up before it was officially named by the shipping company's chairman back in January 1951.

St Blazey depot turntable 'at risk'

HISTORIC England, the agency responsible for safeguarding and preserving listed buildings, has included the turntable at St Blazey on its 'at risk' register for the South West.

The list, described as an annual snapshot of the health of the historic environment, has included the whole of the former Great Western shed with an emphasis on the table.

The St Blazey facility has been the focus of a long-running campaign by rail enthusiasts, if not Cornish councils, saying that the turntable is essential to guarantee steam-hauled tourist trains into the county, thus helping local businesses reliant on visitor trade.

As previously reported, the table was condemned by leaseholders D B Schenker after inspection by engineers revealed a number of structural problems.

DBS said at the time that it no longer used the facility and refused to foot the estimated six-figure bill but allowed Train Operating Companies to use the table at their own risk.

West Coast Railways entered into discussions with DBS last year with a view to taking over the turntable but nothing positive has come out of talks so far.

A group of volunteers from the Bodmin & Wenford Railway visited the site in July to clear the 70ft table's pit of vegetation and rubbish, unblocking drains and oiling, greasing and testing its manoeuvrability.

Long-term solution

Their combined, successful efforts allowed Bulleid 4-6-2 No. 34067 *Tangmere* to turn after working RTC's 'Royal Duchy' to Par on August 2.

The turntable and cluster of single roads sheds at St Blazey make up one of 19 sites across Cornwall featuring on the 'at risk' list, which is likely to increase pressure on DBS to find a long-term solution to the problem.

Ruth Garner, Heritage at Risk principal adviser for Historic England in the South West, said that organisation 'faced challenges' to help rescue many of the sites listed.



LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* pauses at Peterborough with the Railway Touring Company's 'White Rose' returning from York to King's Cross on October 31. BRIAN SHARPE

SEE CLASSIC TRACTION ON THE NATIONAL NETWORK

By Fred Kerr

AUTUMN is the focus of the Rail Head Treatment Trains, which is often when heritage traction comes into its own. However, many of the services operate overnight hence the need to make a special effort to see them.

While DB Schenker operates many of its services with the 'standard' Class 66 and 67 locomotives, other operators with a wider range of traction available use these and provide lineside observers with a change from the normal mix of traction.

Examples of traction combinations working in top-and-tail mode include Colas Railfreight using Class 47/7s Nos. 47729 and 47739 based at Kings Norton; DRS using Class 47s Nos. 47805 and 47828; 47818 and 47828; 57004 and 57010, and 57011 and 57012 based at Stowmarket and Class 20/3s based at York; GB Railfreight using Class 20s Nos. 20901 and 20905 and Class 73s Nos. 73107 and 73136; 73107 and 73201; 73109 and 73128; 73119 and 73141; 73119 and 73962 and 73961 and 73962 based at Tonbridge while Network Rail has been using pairs of Class 97/3 locomotives on its North Wales diagram.

A curious omission from this year's traction pool is the use of DRS Class 37s, which might have been expected given the recent awarding of the Network Rail

contract to Colas Railfreight hence the availability of more Class 37/6 locomotives. Instead it was rumoured that the recent change of DRS management has led to a traction review.

There were hints that up to 36 locomotives will be withdrawn by the end of the current financial year including the Class 37/6 fleet and all remaining Class 47s while the future of the remaining Class 20/3 fleet will depend on their irreplaceability on RHTT services and the willingness of customers to fund any necessary repairs.

The Class 37 fleet, however, is still a valued portion of the DRS traction fleet with 37 locomotives on its books as of November 1. The overhaul of this fleet has recently moved to RVEL at Derby from HNRC at Barrow Hill; at RVEL Nos. 37038/407/424/716 are currently being overhauled; Nos. 37194/682 are stored for spares; No. 37413 is stored awaiting a decision as to its future and No. 37714 is currently operating as a shunt locomotive at Daventry while at the Harry Needle Railroad Company, Nos. 37503/510/521/670 have been stored awaiting decisions as to their future.

In addition Class 37/4 locomotives remain in demand for both Cumbrian and East Anglian passenger duty although the Cumbrian Coast demand

fluctuates depending on the availability of the driving brake vehicles.

There is also a demand elsewhere for Class 37s with Colas Railfreight still negotiating for a further locomotive to make up its required complement of 10. While Nos. 37057/116/219/421 are currently in use, Nos. 37146/175/188/207/254 are either being overhauled or awaiting overhaul by Harry Needle while Colas Railfreight continues its search for its final locomotive. Concurrent with its increased use of Class 37s, the company has recently placed Nos. 56094/096/105 into store at Washwood Heath.

West Coast Railways' fleet of Class 37s is mainly used for stock movements rather than passenger service. It has a fleet of 12 locomotives including Nos. 37165/214/517/710/712 stored for spares, No. 37676 awaiting a decision on its future following its recent accident in Scotland, No. 37685 under repair and Nos. 37516/518/668/669/706 available for duty.

Network Rail's four locomotives (Nos. 97301-304) are dedicated to Cambrian Line services with occasional forays to Derby to work Network Rail Services and Europhoenix whose duo of Nos. 37800/884 are currently being overhauled at Leicester and Barrow Hill respectively.

There has been renewed interest in Class 31 locomotives with confirmation

that Harry Needle has bought Nos. 31285/31465 from Network Rail and is currently arranging the move of No. 31285 from Exeter to Barrow Hill. Thought by many to need road transfer, HNRC has inspected the locomotive and confirmed its fitness to be moved by rail hence arrangements are now in hand to do so.

This has also seen the Devon & Cornwall Railways' pair receive renewed interest with Nos. 31452 and 31601 engaged in stock moves including transfer of Southern Trains Class 375 units to Derby for overhaul and Class 323 trainsets between Soho and Tyseley for tyre turning.

The electric locomotive fleet is also providing interest with confirmation that the Anglo-Scots Sleeper Services have returned to Class 90 operation while problems with the diagrammed Class 92 fleet are investigated. For the foreseeable future traction for these services will be provided by a hired D B Schenker and the Freightliner locomotives while the ECS workings will be provided by Class 86 Nos. 86101/401 and Class 87 87002 at the London end and a Class 92 at the Glasgow end of the service.

In addition Nos. 86101/87002 will be used as standby traction for the main transit in case of failures and operating problems.



LMS Jubilee 4-6-0 No. 45690 *Leander* crosses the M6 at Penrith with the Railway Touring Company's 'Cumbrian Mountain Express' returning from Carlisle to Carnforth on September 12. DEREK PHILLIPS

November

SAT 21: 'Capital Christmas Express'

Weymouth, Waterloo and return.

Steam hauled throughout.

Loco: No. 34067 *Tangmere*. RTC

SAT 21: 'Cathedrals Express'

Euston, Chester and return.

Steam hauled throughout.

Loco: No. 61306 *Mayflower*. SD

SAT 21: 'Oxfordshire Explorer'

Tyseley, Kidderminster, Evesham, Oxford and return.

Steam hauled throughout.

Loco: Nos. 4965 *Road Ashton Hall*. VT

THUR 26: 'Cathedrals Express'

Victoria, Staines, Reading, Minehead and return.

Steam hauled throughout.

Loco: No. 61306 *Mayflower*. SD

THUR 26: 'Bath Christmas Market'

Poole, Salisbury, Bristol and return.

Steam hauled throughout.

Loco: No. 34067 *Tangmere*. RTC

SAT 28: 'Christmas Cheshireman'

Bristol, Hereford, Chester and return.

Steam hauled throughout.

Loco: No. 34067 *Tangmere*. RTC

SUN 29: 'Cathedrals Express'

Paddington, Bath, Bristol and return.

Steam hauled throughout.

Loco: No. 61306 *Mayflower*. SD

December

WED 2: 'Cathedrals Express'

Horsham, Leatherhead, Reading, Oxford and return.

Steam hauled throughout.

Loco: No. 61306 *Mayflower*. SD

THUR 3: 'British Pullman'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. BEL

SAT 5: 'Cathedrals Express'

Euston, Shap, Carlisle and return via Settle.

Steam hauled: Carnforth, Carlisle, Blackburn.

Loco: No. 46115 *Scots Guardsman*. SD

SAT 5: 'Lindum Fayre'

King's Cross, Spalding, Lincoln and return via Newark.

Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. RTC

SAT 5: 'Lindum Christmas Fayre'

Tyseley, Leicester, Lincoln and return.

Steam hauled throughout.

Loco: Nos. 4965 *Road Ashton Hall*. VT

SAT 5: 'Bath Christmas Market'

Three Bridges, Havant, Salisbury, Bristol and return.

Steam hauled throughout.

Loco: No. 34067 *Tangmere*. RTC

TUES 8: 'British Pullman'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. BEL

TUES 8: 'Christmas Sussex Belle'

Victoria, Eastbourne, Hastings and return via Sevenoaks.

Steam hauled throughout.

Loco: No. 34067 *Tangmere*. RTC

THUR 10: 'York Yuletide Express'

Norwich, Peterborough, York and return.

Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. RTC

SAT 12: 'British Pullman'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. BEL

SAT 12: 'Cathedrals Express'

Ashford, Maidstone, West Brompton, Salisbury and return.

Steam hauled throughout.

Loco: No. 61306 *Mayflower*. SD

SAT 12: 'Christmas White Rose'

King's Cross, York and return.

Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. RTC

SAT 12: 'Christmas White Rose'

Tyseley, Derby, York and return.

Steam hauled throughout.

Loco: Nos. 5043 *Earl of Mount Edgumbe*. VT

TUES 15: 'Sherborne Christmas Carols'

Victoria, Staines, Yeovil Junction and return.

Steam hauled throughout.

Loco: No. 34067 *Tangmere*. RTC

WED 16: 'Cathedrals Express'

King's Cross, York and return.

Steam hauled throughout.

Loco: No. 61306 *Mayflower*. SD

The information in this list was correct at the time of going to press. We strongly advise that you confirm details of a particular trip with the promoter concerned.

Tour Operators

BEL	Belmond British Pullman 0845 077 2222
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888, 0845 310458
VT	Vintage Trains 0121 708 496

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW



GWR 4-6-0 No. 5029 *Nunney Castle* at Westbury with 'The Anniversary Ltd' on May 9, 2014. DON BENN

TABLE ONE: NEWBURY TO HEYWOOD ROAD JUNCTION

Date	Saturday, September 19, 2015
Train	0806 Paddington to Minehead
Loco	Battle of Britain Class 4-6-2 No. 34067 <i>Tangmere</i>
Load	11 coaches, 396 tons tare, 430 tons gross
Driver	Pete Roberts
Fireman	John Shaw
Position	4 of 11
Recorder	Don Benn
Weather	Cloudy, cold and calm

	miles	sched	mins/secs	speed
Newbury	0.00	0.00	00 00	
MP 56	2.92		06 04	54
Kintbury	5.45		08 37	64/65½
MP 60	6.92		10 01	65/67
Hungerford	8.46		11 22	66½
MP 63	9.92		12 42	67½/69½
Bedwyn	13.35	18.00	15 42	68
Crofton Xing	14.97		17 10	65½
MP 69	15.92		18 04	63
Savernake	17.04		19 09	61½
Wootton Rivers	19.42		21 18	67½
Pewsey	22.26		24 04	58
MP 77½	24.42		26 10	61½/60
Woodborough	25.82	31.00	27 28	67
Patney	28.01		29 28	68½
MP 84	30.92		32 01	70
Lavington	33.76	41.00	34 35	73
MP 88	34.92		35 22	70
Edington	38.26		38 34	56
Heywood Road Jct	41.49	48.00	42 27	35*

*brakes or speed restriction

By Don Benn

THIS time I am going to look at some recent runs over the Berks and Hants line, but first I have had some clarification of matters concerning the run with *Tornado* on September 26 featured in the last issue.

Wayne Thompson, the driver on the first stage to York, has expanded on the stop at Grantham caused by the engine setting off the hotbox detector. On the National Preservation website he wrote, "... we had tripped the hot axlebox detectors in the Stoke area. That is why we were put in at Grantham. But we shouldn't have been, signallers' instructions are that steam hauled trains should be ignored when tripping them. That is if it is the first seven or so axles. The signaller was not aware that a steam loco was hauling the train. As we were stationary, the offending axle (2) was checked anyway and was cold, heat from the cylinder probably".

My comment on this is how could the signaller possibly not have known that it was a steam hauled train? Secondly, the fireman, Tony Jones, has confirmed that after the York restart the fire was badly clinkered. This does happen sometimes after an engine has worked hard for hours and then sits for a while at a stop. The effort from Darlington to Newcastle was particularly praiseworthy, as the engine wasn't pushed anywhere.

And so to the Berks and Hants line. Strictly speaking this name should only be used to describe the section from Reading to Westbury, even though none of it enters Hampshire. However, in practice it is used to cover the whole line from Reading as far as Taunton, which includes the various cut offs the GWR built to produce a faster route to Devon and Cornwall.

It is an interesting line with a couple of decent climbs, and though not severe, they can test engines, plus there is the opportunity for some fast downhill running. After Newbury there are few towns of any size and both Westbury and Frome have cut offs.

Potential confusion

Most intermediate stations that once existed have closed, leaving the train timer to use old station sites, level crossings and mileposts in order to produce meaningful train running logs.

Potential confusion can also arise by the attributing by Network Rail of some sites with the same names as old closed stations, even though they are not at the original location. An example of this is Somerton and there are others. These factors make timing at night quite difficult and there is great reliance on GPS for accurate recording.

Mainly for that reason all the runs featured here are in the Down direction.

The lack of intermediate stations means the use of the line by scheduled services is quite low and therefore fitting 75mph trains into the schedules is determined more by junction constraints at Reading and Cogload, plus platform availability at Taunton station.

The line is quite busy with steam hauled services, which include the popular 'Dartmouth Express' and this year's series of 'West Somerset Express' trains from Paddington to Minehead and both of these usually run without diesel involvement. On the 'WSE' one engine is used over Network Rail tracks and as far as Bishops Lydeard and another from the West Somerset Railway stable is used forward over the scenic and heavily-graded line to Minehead – a winner of a steam day trip if ever there was one. The train also has reasonably fast timings, especially from the Frome stop to Taunton and therefore I was determined to fit in an outing on one of them before the series ended for the year.

I chose the trip on Saturday, September 19, even though I was very concerned that it would actually be steam hauled due to the severe shortage of suitable available engines, as the intended motive power changed a number of times, though with the troubled *Tangmere* being the final choice. Despite its problems I am (still) a fan of this engine and I was now even more concerned, as I doubted that it would be let



Driver Ray Churchill with No. 5043 at Bristol on October 15, 2011. DON BENN



Pete Roberts with No. 34067 Tangmere at Bishops Lydeard on September 19. DON BENN

out alone and it wasn't until I saw it run into platform 12 at Reading a minute early that I was able to relax, as it was indeed being trusted alone with its 11 coaches, weighing a total of around 430 tons.

I had noted from Real Time Trains that it had been five minutes early by Southall and as I discovered later from the driver, Pete Roberts, the train had been given a fast line run to Southall West Junction and had attained the full 75mph before being slowed to go on the relief line. Pete rated this very highly as he also did the excellent climb to Savernake, which I describe later. Obviously there was nothing wrong with *Tangmere* today then and fireman John Shaw did well to supply the steam throughout the run.

Once again I was the wrong side for the mileposts. What are the odds against this happening on every trip over the last three years? Well it has! However, the couple opposite, also joining at Reading, kindly agreed to swap seats and so I was nicely ensconced with my GPS set up before we left Reading just under a minute late and proceeded to cross over towards the Berks and Hants line using the new line under the flyover.

We didn't have a clear road though and were stopped by signals on the sharp curve before the junction to Reading West. Pete Roberts told me afterwards that he was very concerned about getting the train

moving again but this wasn't evident in the train, though the delay meant we were over four minutes late past Southcote Junction.

From a mile after the junction to the water stop at Newbury Racecourse it's all uphill, though not steeply so with typical gradients being 1-in-825/615 and by Calcut we were doing 60mph and 65½mph by the soon-to-be-replaced notorious Ufton Nervet level crossing before maintaining speed in the 63-65mph range, with no apparent effort from *Tangmere*, stopping just two minutes late with a net time of 22 minutes for the 16.45 miles from Reading.

A very fine climb

From Newbury Racecourse we had a further stop at Newbury to pick up more passengers and with safety valves lifting we were away from there on time for what proved to be a very fine climb to Savernake and an easy run on to the pathing and water stop at Frome. This section is shown in table one and table two contains more detail of the climb to Savernake.

From milepost 56 the climb is continuous but never severe and Pete got *Tangmere* up to 69½mph on the easier section after Hungerford before the final 3.69 miles from Bedwyn on the steeper grades culminating in the half a mile of 1-in-106 to the overbridge at the summit when he pulled the speed back to a quite superb 61.3mph minimum.

TABLE TWO: THE CLIMB TO SAVERNAKE

Date	Saturday, September 19, 2015	Saturday 15th February 1997
Train	0806 Paddington to Minehead	0816 Paddington to Bristol
Loco	Battle of Britain Class 4-6-2 No. 34067 <i>Tangmere</i>	Rebuilt West Country Class 4-6-2 No. 34027 <i>Taw Valley</i>
Load	11 coaches, 396 tons tare, 430 tons gross	13 coaches 481 tons tare, 510 tons gross
Driver	Pete Roberts	Dave Davis
Fireman	John Shaw	Greystone
Position	4 of 11	3 of 13
Recorder	Don Benn	David Sprackland
Weather	Cloudy, cold and calm	Dry and sunny

	miles	mins	secs	speed	mins*/secs*	speed	gradient
Newbury	0.00	00	00		00	00	
MP 55	1.92	04	52	46½	tsr	32*	up 198/down 193
MP 56	2.92	06	04	54	05	40	49½
MP 57	3.92	07	10	57½	06	48	54
Kintbury	5.45	08	37*	64/65½	08	21	60
MP 60	6.92	10	01	65/67	09	51	60½
Hungerford	8.46	11	22	66½	11	20	61½/60
MP 63	9.92	12	42	67½	12	48	62½
MP 64	10.92	13	35	69½	13	44	66
MP 65	11.92	14	27	69	14	38	66½
Bedwyn	13.35	15	42	68	15	56	67½
MP 68	14.92	17	07	65½	17	20	65½
MP 69	15.92	18	04	63	18	15	65
MP 70	16.92	19	02	62	19	11	64
Savernake	17.04	19	09	61½	19	17	63½

* times from passing Newbury at low speed
from signal stop at MP 52¼, 0.32 of a mile before station

TABLE THREE: NEWBURY RACECOURSE TO HEYWOOD ROAD JUNCTION

Date	June 10, 2010	15th October 2011
Train	0845 Victoria to Bristol Temple Meads	0705 Solihull to Bristol Temple Meads
Loco	Princess Royal class 4-6-2 No. 46201 <i>Princess Elizabeth</i>	Castle Class 4-6-0 No. 5043 <i>Earl of Mount Edgcumbe</i>
Load	13 coaches, 442 tons tare, 475 tons gross	8 coaches 287½ tons tare, 305 tons gross
Driver	Bill Warriner	Dean Morris
Fireman	not recorded	6 of 8
Position	10 of 13	Don Benn
Recorder	Don Benn	Sunny periods, calm
Weather	Cloudy, cold	

	miles	sched	mins	secs	speed	sched	mins	secs	speed
Newbury Racecourse	0.00	0.00	00	00		0.00	00	00	
Newbury	0.69	4.00	02	52	26	4.00	03	43	sigs*/24
MP 56	3.61		07	41	50	07	57	58½	
Kintbury	6.14		10	31	54½	10	22	64½	
MP 60	7.61		12	14	52	11	48	63½	
Hungerford	9.20		13	55	54	13	12	65/63½	
MP 63	10.61		15	34	57½	14	34	66½	
Bedwyn	14.04	18.00	21	29	sigs 20*/45½	19.00	17	34	69½
Crofton Xing	15.66		23	37	42½	19	31	tsr 45*	
MP 69	16.61		25	07	38	20	35	55	
Savernake	17.73		26	57	34	21	45	57½	
Wootton Rivers	20.11		29	55	60	23	50	76/78½	
Pewsey	22.95		32	38	64/66½	26	02	75	
MP 77½	25.11		34	39	60	27	47	73½	
Woodborough	26.51	30.00	35	59	66	31.00	28	48	79
Patney	28.70		37	56	70	30	49	sigs 46*	
MP 84	31.61		40	20	77	33	50	64	
Lavington	34.45	40.00	42	34	75	39.00	36	07	77½
MP 88	35.61		43	32	70	37	04	75	
Edington	38.95		46	37	61	39	50	72	
Heywood Road Jct	42.18	48.00	51	52	20*	48.00	45	25	sigs 2*/22½

net time 48 minutes
*brakes or speed restriction

net time 41½ minutes
*brakes or speed restriction

During the whole of the climb almost nothing could be heard from up front, confirming the engine to be in fine form and driven in the usual Pete Roberts style. He is a true engineman who learnt his trade in the days of steam at Nine Elms from another fine driver, Jim Robinson. According to the cut off indicator Pete was only using 25% and with 160psi in the steam chest, representing about two thirds regulator but we still went over Savernake at 61.3mph with 430 tons and we couldn't hear the exhaust in the fourth coach! Quiet Bulleid efficiency at its best.

Set against this run in table two is an even better effort from rebuilt Pacific No. 34027 *Taw Valley* on a 13-coach, 510-ton train in 1997 and timed by David Sprackland. The late Dave Davis, another ex-Nine Elms man, was in charge. This train had been stopped by signals before Newbury and so passed there slowly and then had a further slight delay before getting a clear run to Savernake. *Taw Valley* had the advantage as far as Hungerford, but then the superior speeds of *Tangmere* with its lighter load began to tell until a supreme effort by No. 34027 saw it cover the 3.69 miles from

Bedwyn to the summit in three minutes 21 seconds, six seconds faster than No. 34067 and with speed barely dropping on the final 1-in-106.

This outstanding effort needed full regulator and 40% cut off, so a lot more steam than *Tangmere* used, but of course with two coaches more. Calculating equivalent drawbar horsepower (edbh) on this climb isn't easy due to the frequent variations in gradient, but No. 34027 must have been exerting in excess of 1,800 edbh.

Trademark excellent performance

Table three shows runs with No. 6201 *Princess Elizabeth* on 13 for 475 tons and No. 5043 *Earl of Mount Edgcumbe* on eight coaches for 305 tons over the same section, both with Bill Warriner at the regulator. While No. 6201 appeared to struggle, No. 5043 produced its usual trademark excellent performance, reaching 69½mph at Bedwyn before suffering a temporary speed restriction to 45mph followed by a storming final two miles where speed actually increased from 55 to 57½mph up to the summit.

On the 'West Somerset Express' run on September 19, *Tangmere*, now running nearly three minutes early, was taken easily along the tempting downhill grades to Heywood Road Junction without exceeding 73mph and just failed to get inside even time from the start before



Fred Lewis on No. 5029 *Nunny Castle* at Westbury with 'The Anniversary Ltd' on May 9 2014. DON BENN

the brakes came on for our diversion via Westbury, six minutes early, to the Frome stop reached after a signal stop to allow an Up train to pass before Clink Road Junction.

As ever Pete was frugal with steam when running early and despite the out of course delay we gained over a minute on the easy 62-minute schedule for the 48.18 miles from Newbury. He can work an engine hard when the situation demands, as the amazing unaided climb of Upwey bank with *Tangmere* on 11 coaches showed.

No. 34027 continued in fine style, as there followed a spell of very fast running on the 1-in-260 down to Pewsey before another temporary speed restriction intervened which, plus a very slow finish, robbed



GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* at Newbury on October 15 2011. DON BENN

the run of an even time section to the Westbury stop. In table three No. 6201 ran fast down to Patney at 77mph but failed to keep the booking to pass Heywood Road Junction, though it probably would have done without the signal check at Bedwyn, an all too common problem at this location with some of the train paths.

The Earl was once again in a different league, running well up to the limit wherever possible as speed reached 78½mph before Pewsey and 79mph at Woodborough before adverse signals intervened to bring the speed down to 46mph at Patney, though a recovery to 77mph at Lavington brought us within reach of even time from the start. The net time to pass Heywood Road Junction was 41½ minutes for the 42.18 miles, making it the fastest of the four runs over this section.

Exercised caution

Continuing with *Tangmere* in table four, we got away from Frome a minute early on the tight 43-minute booking for the 41.59 miles to Taunton, but started very slowly, confirmed by Pete Roberts as due to a single yellow signal, which meant he exercised caution until he could see a green, by which time we were nearly at Blatchbridge Junction. Over three minutes were lost to Witham passed at 52½mph on the short sharp climb at 1-in-112/107 to Brewham summit, where speed dropped back to 49mph. We got going nicely downhill from Brewham and along the easy gradients of the Somerton cut off reaching 74mph before Castle Cary and 75½mph at Alford, separated by a minimum of 67½mph up the rise after Castle Cary.

I suspect a little more steam was taken to get us up to Somerton Tunnel at a minimum of 65mph and then very little steam was needed to run us past Cogload still three minutes down. Maybe things had been taken just a little bit too easily but no matter – we still ran into Taunton in one second under 45 minutes from Frome, virtually on time and would have kept the schedule without the check at the start. For comparison, table five shows a storming run with No. 5029 *Nunny Castle* on the Anniversary Ltd of May 9, 2014. This was unchecked until the approach to Taunton cost us a little time. The running, with Fred Lewis in charge, was excellent throughout and after Brewham had been passed at a minimum of 49½mph, the 28.05 miles from Bruton to Crech

St Michael were covered in 23 minutes 10 seconds at an average of 72.65mph, with a maximum of 77½mph twice and a good minimum of 65½mph at Somerton. We were inside even time by Curry Rivel, which was maintained to Taunton passed four minutes inside schedule on our way to a water stop at Tiverton loop, reached just outside the mile a minute mark from Westbury after a very slow approach.

Back with *Tangmere* after a very brief stop we made our way out of Taunton and across to West Somerset Railway metals at Norton Fitzwarren and to Bishops Lydeard, where No. 34067 was replaced by GWR 4-6-0 No. 6960 *Raveningham Hall*, which with 10 coaches for about 395 tons full put up a fine display, reaching Minehead nine minutes early. We didn't do the return, though we were able to have a long talk with Pete Roberts on the way back 'on the cushions'. The very early starts now with most of the empty stock workings mean drivers like Pete need to spend the previous night in 'digs', thus adding cost to the trip. Surely some of these very early starts could be avoided? For an 8.06am departure from Paddington on September 19 the engine and stock left Southall at the unearthly time of 5.28am and Southall is just nine miles from Paddington!

My old friend David Sprackland was on the return trip and comments: "I did the run both ways and the return was good too, with Ray Churchill driving, Taunton (restart at end of the down relief line, after waiting for a late HST to go) to Clink Road Jct, pass 42.24 miles in 45m13s with sigs to 23 at Somerton (HST still in 13-mile section!) max 73.5 before and 71 after check, 66 at Castle Cary 49.5 Brewham, max 75 near Witham. After usual creep through Westbury station 70 at Lavington, 65.5 min near Patney and after Woodborough water stop 67.5 max, 65.5 min Savernake, 74 max Hungerford. Restarting from Newbury reached 75 max near Midgham, passed MP 39 (14.1 miles) in 15m48 then usual crawl into Reading General."

Once again, *Tangmere* proved that with the right handling it can turn in top performances and I can't help thinking that the way ex-Nine Elms man Pete Roberts and also Ray Churchill drove the troublesome Pacific sets an example.

Of course, it isn't just the drivers, as the unconverted Bulleid Pacifics need particular care with their maintenance and they always did in the real days of steam, so this is not new.

TABLE FOUR: FROME TO TAUNTON

Date	Saturday 19th September 2015
Train	0806 Paddington to Minehead
Loco	Battle of Britain Class 4-6-2 No. 34067 <i>Tangmere</i>
Load	11 coaches, 396 tons tare, 430 tons gross
Driver	Pete Roberts
Fireman	John Shaw
Position	4 of 11
Recorder	Don Benn
Weather	Cloudy, cold and calm

	miles	sched	mins	secs	speed
Frome	0.00	0.00	00	00	
Blatchbridge Jct	1.11	3.00	05	08	sigs 9*/22
MP 118	2.52		07	44	43
Witham	5.31	8.00	11	06	52½
Brewham Summit	7.17		13	26	49
MP 124	8.52		14	50	64/71½
Bruton	10.64		16	39	70½
MP 127	11.52		17	27	74
MP 128	12.52		18	15	73½
Castle Cary	14.07	16.00	19	31	69/67½
Alford	16.19		21	22	75½
Keinton Mandeville	18.94		23	37	65/63½
Charlton Mackrell	21.19		25	45	68½
MP 124	22.74		27	01	74½
Somerton	24.87	25.00	28	44	66
Somerton	25.47		29	22	65
Tunnel East					
Long Sutton	26.55		30	21	71½/74
Langport East	28.55		32	12	72
Curry Rivel	29.69		32	58	71½
MP 131	31.74		34	43	67/65½
Athelney	33.67	32.00	36	29	70½
MP 136	34.74		37	32	68
Cogload Junction	36.84	36.00	39	07	71
Crech St Michael	38.69		40	41	71½
Taunton East Jct	39.91		43	01	44*
Taunton	41.59	43.00	44	59	

net time 43 minutes

*brakes or speed restriction

TABLE FIVE: WESTBURY TO TAUNTON

Date	9th May 2014
Train	The Anniversary Ltd
Loco	Castle Class 4-6-0 No 5029 <i>Nunny Castle</i>
Load	8 coaches, 290 tons tare, 310 tons gross
Driver	Fred Lewis
Fireman	Geoff Mathews
Position	3 of 8
Recorder	Don Benn
Weather	Sunny periods, strong west wind

	miles	sched	mins	secs	speed
Westbury	0.00	0.00	00	00	
Fairwood Jct	1.44	4.00	03	39	43
MP 113	3.24		05	59	46/44
Clink Road Jct	4.74	8.00	08	02	47
Blatchbridge Jct	6.61	10.00	10	07	62/60½
MP 118	8.02		11	24	62½
Witham	10.81	14.00	14	12	54
Brewham Summit	12.67		16	32	49½
MP 124	14.02		17	46	69
Bruton	16.14		19	29	76/74
MP 127	17.02		20	12	77½
MP 127	18.02		21	00	72½/71½
Castle Cary	19.57	23.00	22	16	74/70½
Alford	21.69		23	54	75
Keinton Mandeville	24.44		26	11	72½/70
Charlton Mackrell	26.69		28	02	72
MP 124	28.24		29	25	74½
Somerton	30.37	32.00	31	06	65½
Somerton Tunnel East	30.97		31	49	66
Long Sutton	32.05		32	42	73
Langport East	34.05		34	29	77½
Curry Rivel	35.19		35	16	75½
MP 132	36.24		36	05	73/71½
Athelney	39.17	40.00	38	32	74
MP 136	40.24		39	24	71½
Cogload Jct	42.34	45.00	41	04	75½/74
Crech St Michael	44.19		42	39	75½
Taunton East Jct	45.41				sigs/tsr 30*
Taunton	47.10	51.00	46	52	17*

equivalent net time to stop 47 minutes

*brakes or speed restriction

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SUMMER SATURDAY AT KIRKBY STEPHEN

Both of Kirkby Stephen's stations have closed but reopened again.

Robert Anderson recalls a trip in 1961 just before closure of the Stainmore line through Kirkby Stephen East.



The engine that nearly stopped the job. Glasgow Corkerhill's unhappy No. 45720 *Indomitable* grinds to an involuntary halt at Kirkby Stephen West on August 19, 1961 with the 9am Glasgow St Enoch to St Pancras express. After frantic attempts to raise steam it slowly set off a while later on the long trudge to Ais Gill.



Joining the queue. The driver of Carlisle Kingmoor's No. 45718 *Dreadnought* has shut off steam with the 9.50am Edinburgh Waverley to Sheffield Midland express as he is catching up with the ailing No. 45720 and the following No. 44998.

Rumours had been rife since early 1959 regarding the closure of the railway line from Barnard Castle to Kirkby Stephen, Tebay and Penrith. Running as it did diagonally across the roof of England through wild and remote country, its summit at Stainmore 1370ft above sea level made it the highest main line railway in England.

The line's other outstanding features were its four magnificent viaducts. The Tees viaduct just to the west of Barnard Castle, and Smardale between Kirkby Stephen and Tebay were of masonry construction but the other two, at Deepdale and Belah, were spindly all-metal structures with the latter, in particular, presenting quite a wondrous spectacle standing 196ft high and 1040ft long. Three of these viaducts have been demolished of which more anon but the one at Smardale where it crosses Scandal Beck is still visible from the Settle and Carlisle line as it crosses at Smardale.

The very nature of the terrain through which the line ran made it a frequent victim of snow with the line being blocked for days and even weeks on end. The famed winter of 1947 was, of course, the worst but 1955 wasn't far behind and was the setting for the brilliant film *Snowdrift* at Bleath Gill a 10-minute documentary by British Transport Films; the in-house film unit of the then British Transport Commission. The film crew would probably have been using 16mm Bell and Howell cameras which with bulky and heavy tripods must have made wading through deep snow hard work to say the least.

As a young schoolboy I had been privileged to view this film and come away with a lasting awareness of this railway line. However, it was to be six years before I got there prompted by its then imminent closure. This involved total closure of the 12¼ miles from Kirkby Stephen East to Tebay and the withdrawal of the passenger services on the 48 miles from Barnard Castle to Penrith. At the eastern end

the one mile from Barnard Castle to Tees Valley Junction would be retained for the use of the Middleton-in-Teesdale passenger service and at the westerly end the half mile from Eden Valley Junction (where the Stainmore route joined the West Coast Main Line) to Clifton Moor would be retained for limited freight traffic.

The 12-mile stretch from Appleby East, (where there was an existing connection to the Settle and Carlisle line at Appleby West) to Merrygill a mile or so east of Kirkby Stephen was to remain to cater for the traffic from Hartley Quarry. For the majority of enthusiasts, myself included, the most interesting trains affected by these closure proposals were the three summer Saturday doubleheaded steam-hauled passenger trains from South Shields, Darlington and Newcastle to Blackpool and

"Stainmore was an expensive line to maintain and operate, subject to extreme weather conditions and carrying freight from dying industries that could be carried by an alternative route."

their return workings. These traversed the route from Barnard Castle to Kirkby Stephen East then took the Tebay line through Ravenstonedale – a line that had lost its local passenger service way back in late 1952 and now saw hardly any other use apart from the little-known and unadvertised Durham and Northumberland miners convalescent trains, which ran fortnightly on alternate Fridays as the 2.48pm Durham to Ulverston, and the 8.40am Ulverston to Durham.

The Transport Users Consultative Committees had more power in those days and it was the North Eastern Area TUCC

which on December 9, 1959 announced the closure proposals coming hot on the heels of the near total closure just six months earlier of most of the Midland & Great Northern system in East Anglia. This had been one of the country's first wholesale line closures whereby 175 miles of railway were closed to passenger traffic in one fell swoop.

It was, of course, a pre-Beeching closure and had taken the local opposition somewhat by surprise as nothing on such a scale had happened before. Sadly the characteristics of the proposed Stainmore closure, while shorter in route miles, nevertheless were similar and in some cases even worse than those of the M&GN. Stainmore was an expensive line to maintain and operate, subject to extreme weather conditions and carrying freight from dying industries that could be carried by an alternative route and the passenger trains despite being DMUs were little used. Even the summer seasonal through trains could be diverted at a pinch via Skipton!

The whole closure issue became both contentious and acrimonious with both parties standing accused of misrepresentation and of fictitious statements. The North Eastern and North Western TUCCs had joint hearings and sent their recommendations against closure to the Central Transport Consultative Committee, which refused to accept the decision, replying that if the diversion of freight traffic via the Newcastle to Carlisle line was a success then closure should be implemented. More joint TUCC meetings with more referrals to the CTCC took place but on June 8, 1961 the North Eastern Area TUCC announced agreement to closure.

The minister of transport gave his approval on December 7, 1961 and that was it. The North Eastern and the London Midland regions of British Railways then moved with extreme haste in announcing the last trains would run just six weeks later on January 20, 1962, the

last passenger train to run over the line from Penrith to Kirkby Stephen and Barnard Castle being the now famed RCTS special hauled by BR Standard 3MT 2-6-0 77003 piloting 4MT No. 76049 both of West Auckland shed. Demolition and tracklifting began with almost as much haste and by 1963 the biggest single engineering feature of the line, Belah viaduct, had gone.

As usual I had left things to the last minute. Had I gone just a fortnight earlier there would have been three trains to photograph at Kirkby Stephen East. However, I was still technically at school and although it was the school holidays I had been discouraged by my parents from getting any 'newspaper round' type of jobs and was thus hard up for money. My journey was to start at Bradford Forster Square, which was in the NER, but Kirkby Stephen West was in the LMR and in those days cheap day tickets did not seem to be available for 'inter-regional' journeys making for a costly trip out hence my tardiness in making this journey. We don't know we are born nowadays.

Retracing my steps

I had no car being still at school and just getting to Kirkby Stephen was a nightmare. Apart from setting off at 1.35am in the morning to catch the overnight St Pancras to Edinburgh sleeper as far as Appleby West and kicking my heels for nearly five hours and then retracing my steps on the morning Carlisle-Hellifield slow-arriving Kirkby Stephen West at 9.27am, there was no sensible alternative but to travel on the three-coach 11.55am Hellifield to Carlisle arriving at Kirkby Stephen West at 1.05pm. This was the first northbound train of the day to stop at Kirkby Stephen West!

However, brushing these problems aside, on Saturday, August 19, 1961 off I set. The day got off to a good start with the sight of Staveley Barrow Hill's 4F 0-6-0 No. 44482 standing proudly at the head of the 8.50am Bradford Forster Square to London St Pancras restaurant car express which it would be working to Leeds. The locomotive was right on the platform ends so the load, would have been eleven coaches. This was a good example of the motive power shortages the authorities faced on summer

Saturdays. No. 44482 would have worked into the area during the week and been purloined by Leeds Control to help out with the Saturday rush before being returned to its rightful owner the following week.

My first train was the 8.30am Bradford Forster Square to Morecambe Promenade and Carnforth behind Manningham's LMS 'Crab' 2-6-0 No. 42770 with a load of 11 coaches around 335 tons gross. An argument had developed between a last-minute passenger and the guard with departure nearly six minutes late. Its length meant that the train had to draw up at Shipley and was 10 minutes late away but the 'Crab' and its crew did well to keep time with this load calling at Bingley, Keighley and Skipton where I changed onto the 8.40am Leeds City to Morecambe Promenade with Holbeck's Jubilee 4-6-0 No. 45605 *Cyprus*.

The fireman didn't look much older than me. Presumably he was a passed cleaner and another sign of the problems of summer Saturday workings. Nevertheless he was

**"This was a good example
of the motive power
shortages the authorities
faced on summer Saturdays."**

obviously up to the job for the driver having left Skipton 10 minutes late with 10 non-corridor coaches behind the tender managed to gain a couple of minutes to Hellifield where I alighted having nearly two hours to wait for my train to Kirkby Stephen.

The shed was still quite busy in those days but it wasn't long before any semblance of peace was put to rest by Lower Darwen's 'Crab' No. 42838 – another case of purloining – hurried through with the 9.43am Leeds City to Morecambe Promenade non-stop. This train was booked to run the 68½ miles in 108 minutes – not bad going as this is not a particularly fast bit of railway especially with Carnforth to be negotiated. Another Lower Darwen engine arrived. LMS 2-6-4T No. 42483 this time on its own shed's diagram with the 8.35am from

Manchester Victoria and while it was turning on the shed's 60ft turntable, Newton Heath's Jubilee No. 45710 *Irresistible* made a vigorous departure with the 9.20am Manchester Victoria to Glasgow Central express.

No. 45710 will already have had a good workout for this unusually routed train had already successfully surmounted the seven mile mainly 1-in-72 slog from Bolton to Waltons Sidings complete with a booked stop at Entwistle about a mile short of the summit. For this awesome climb it would have had an assisting engine coupled in front. Within minutes another 'Crab' was disturbing the pigeons with Kingmoor's No. 42881 making an almighty pace with an Up special comprising a scratch set of non-corridor coaches. I wondered if it perhaps was in connection with a Belfast sailing into Heysham harbour. Whatever it was it certainly rattled the windows of the now-demolished Hellifield North Junction 'box.

No. 42483 duly set off for home with the 11.20am stopping train to Manchester Victoria and I boarded the three-coach 11.55 am all-stations train to Carlisle headed by Kingmoor's 'Black Five' 4-6-0 No. 44726. An uneventful journey – if that's the right word to use for the Settle and Carlisle line – saw me more or less on time at Kirkby Stephen West at 1.06pm. No sooner had No. 44726 disappeared towards Appleby than the sound of a struggling steam locomotive in trouble caught my attention and Glasgow Corkerhill's very unhappy Jubilee No. 45720 *Indomitable* ground to an involuntary halt half way along the platform with the 9am Glasgow St Enoch to London St Pancras express.

Incorrect tablet

After 10 minutes or so of frantic activity on the footplate, poor old *Indomitable* slowly set off to drag its weary way up to the summit at Ais Gill as Kingmoor's 'Black Five' No. 44898 cruised downhill with the Skipton to Carlisle pick-up freight. Yes BR still managed to run such humble trains on summer Saturdays. The diesel-hauled Up 'Thames-Clyde Express' then crawled through on caution closely followed by Perth's 'Black Five' No. 44998 also running on adverse signals with 1M81. This had caught me unawares as the train wasn't in the public timetable so I enquired from the porter who informed me it was a relief Edinburgh to Sheffield but this was not the correct reporting number for a train destined for either the Sheffield or the Leeds area. Possibly the engine was carrying an incorrect tablet, perhaps from its previous working. Anyway it was good to see a Perth engine at Kirkby Stephen.

Poor old No. 45720 must by now have staggered past Ais Gill 'box leaving the 'Thames-Clyde' and 1M81 somewhere on Mallaastang as Kingmoor's No. 45718 *Dreadnought* swept past with the 9.50am Edinburgh to Sheffield proper. It was running to time but the driver had shut off as he too had also become snarled up in the mess created by No. 45720. The Up 'Waverley' with one of Holbeck's Peak diesels was next in the procession but at least this was the last in this unfortunate queue for there was now no Up passenger train due for some four hours.

Then came activity on the Down line as one of Kingmoor's long-time resident Stanier 'Black Fives' No. 44669 made haste downhill with a Hunslet-Carlisle fully fitted class 'C' freight. It was now time for me to hurry down the mile or so of the A685 to Kirkby Stephen East station for what should have been for me the main event of the day. I had photographed



Carlisle Kingmoor's long-time resident 'Black Five' 4-6-0 No. 44669 hurries downgrade through Kirkby Stephen West with a Hunslet-Carlisle class 'C' fully fitted freight. The water tower has gone and the Midland Railway signalbox has been replaced by a more modern structure but the goods shed remains. This scene is now dominated by a most pleasing MR footbridge erected in 1998 having been rescued from Guiseley.



Above: The main event of the day. The 11.20am Blackpool Central to Newcastle train arrives at Kirkby Stephen East seven minutes ahead of time behind West Auckland's Standard 4MT mogul No. 76050 piloting Gateshead's Ivatt 4MT No. 43126.

Right: Nos. 76050 and 43126 leave Kirkby Stephen East with the 11.20am Blackpool Central to Newcastle train having stood in the station for 12 minutes awaiting its booked time.

Below: Nos. 76050 and 43126 depart Kirkby Stephen East and pass the East signalbox as they approach the road bridge, which had been my intended vantage point as they head for Belah and the summit of the line at Stainmore. No doubt the Stainmore Railway will be hoping to recreate this scene some time in the future.





A cold and lonely Ivatt mogul No. 43072 from Darlington has Kirkby Stephen shed all to itself. Not a soul was around.



Leeds Holbeck's 8F 2-8-0 No. 48454 pounds through Kirkby Stephen West with an Up class 'D' partially fitted express freight. This is the precise spot where the new footbridge is located.

No. 44669 passing Kirkby Stephen West at 2.10pm and with the Blackpool-Newcastle train due to arrive at Kirkby Stephen East at 2.44pm, I reckoned I would easily get to the time-honoured vantage point from the overbridge opposite Stenkrith House where the railway line crossed the River Eden with the East signalbox, station and goods yard in the background.

However, I hadn't even got to the East station when I heard the train rumbling down the single line from Smardale. It was running seven minutes early and panic set in. I ran on to the station to get a rather ordinary shot of the train arriving from the west behind West Auckland's No. 76050 piloting Gateshead's Ivatt 4MT mogul No. 43126. I was now in a quandary. The station was almost deserted there being nobody dashing for the train; would it wait time or would it leave early? Dare I make a run for my original planned vantage point opposite Stenkrith House?

I decided not to chance it so just got a couple of mediocre shots of the train leaving the station having stood there 12 minutes. Making the most of a bad job and the absence of any railway staff I stuck my head in at the adjacent shed, which I knew was soon to be closed. The sole occupant was Darlington's No. 43072 looking cold and lonely. It was all rather eerie for there wasn't a soul about and I wondered if the shed had actually closed.

However, the official closure date was November 20, later in the year. No. 43072 met its fate just over three years later on November 10, 1964 by losing control of its freight train at Laisterdyke, crashing through a retaining wall at Bradford Adolphous Street goods yard and falling 30ft into Dryden Street below. The Ardsley crew jumped clear and the locomotive was cut up on site. Rumour has it that it was sold as scrap for £1500 with BR buying back certain parts for £3000 leaving the scrapman with most of the copper and brass. But at least he cleared up the mess!

Unscheduled stop

Back up the hill to Kirkby Stephen West where I was treated to a succession of three 8F-hauled Up freights in less than 40 minutes. No. 48140 was the first then No. 48708 followed by No. 48454. While all this was going on the diesel-hauled Down 'Waverley' cruised through followed not long after by another Corkerhill Jubilee No. 45621 *Northern Rhodesia*, which made an unscheduled stop for water presumably having been unable to take any at Garsdale troughs. Corkerhill Jubilees were a regular summer Saturday treat in those days working throughout from Glasgow to Leeds.

No. 45621 was on the 9.25am St Pancras to Glasgow St Enoch, which was shown in the public timetable as running nonstop from Sheffield to Carlisle, but actually stopped at Whitehall Junction Leeds for an engine change, No. 45621 coming on there. By the time it had taken water *Northern Rhodesia* was about 15 minutes late and the diesel-hauled Down 'Thames-Clyde Express' was soon behind it. There was then an hour's lull in the proceedings before Holbeck's illustrious Jubilee No. 45573 shattered the peace with the Carlisle to Washwood Heath fully fitted class 'C' freight. As usual Newfoundland was blowing steam from its inside cylinder but on this occasion this was worse than usual and must have been a hindrance to the crew for signal sighting. But it was still heartening to hear that three-cylinder roar from a Jubilee in full cry.



Glasgow Corkerhill's Jubilee No. 45621 *Northern Rhodesia* makes a special stop for water at Kirkby Stephen West with the 9.25 am St Pancras to Glasgow St. Enoch express.



Leeds Holbeck's Jubilee No. 45573 *Newfoundland*, forever blowing steam from its inside cylinder shatters the peace of Kirkby Stephen West as it roars past with the Carlisle to Washwood Heath class 'C' fully fitted express freight.



No. 45621 takes water at Kirkby Stephen West.

It was now time to start my journey home aboard the 4.37pm Carlisle to Bradford Forster Square stopping train behind Kingmoor's 'Black Five' No. 45122. An uneventful run over the ever-beautiful Settle and Carlisle line ended with a one minute early arrival at Hellifield. I detrained here as I wanted to see what engine was returning on the 4.05pm Glasgow to Leeds. Sure enough it was a Peak diesel. Today was the first time I had personally ever seen Peak diesels on all six daytime Anglo-Scottish expresses routed over the Settle and Carlisle since this type of diesel locomotive had first arrived in the Leeds district at the very end of 1960.

All but one of Holbeck's LNER A3 Pacifics had already been transferred away leaving just No. 60038 *Firdaussi* to soldier on until June 1963 but Holbeck still had five Royal Scot 4-6-0s, which obviously had not been required for duties on the S&C on this day. However, my own observations of these six trains were that at least one and sometimes three would normally be steam hauled. Today was unprecedented in my own experiences and was, of course, a disappointment from my point of view as this unusually high availability of Peaks reduced the variety of steam locomotives to the scene. This line wasn't quite the same without Royal Scots. Holbeck depot must have spent a fortune on overtime to ensure this.

I continued my journey home to Bradford Forster Square on the 7.50pm Morecambe Promenade to Leeds and Bradford with Lancaster's 4MT No. 43115. The train divided at Skipton with the five-coach Bradford portion going forward behind Manningham's 2-6-4T No. 42189. Departure from Skipton was two

minutes late at 9.20pm and calling at all NINE intermediate stations arrival at Bradford Forster Square was four and a half minutes late owing to station overtime at Kildwick and Crosshills. It had been an interesting day out and I had, at last, got a shot of a steam-hauled passenger train at Kirkby Stephen East even though it wasn't quite the shot I had in mind.

Today there is a world of difference between the two stations at Kirkby Stephen. At East all rail services ceased in 1974 with the withdrawal of freight traffic to Merrygill and Hartley quarry and the line from Warcop through Kirkby Stephen to Merrygill abandoned. Although the adjacent shed had been demolished the main station buildings saw commercial use as a bobbin factory. This ceased trading in 1992 but in 1996 the by now near-derelict building and site was bought by Stainmore Properties Ltd and shortly after leased to Stainmore Railway Co Ltd. This brave little company has been awarded a number of grants, has opened a heritage centre with several locomotives and items of rolling stock on site and staged numerous steamings. The latest development as reported in the September edition of *The Railway Magazine* is that "ground preparations are underway to make the site for the restoration shed ready for construction".

Good train service

The Midland station at Kirkby Stephen West is completely at the other end of the spectrum being situated as it is on the world famous Settle to Carlisle line. It did close in May 1970 but was reopened by British Rail in July 1986 and is now part of the national rail network

enjoying a good train service for such an out of town station. I mentioned earlier in this feature that on a summer Saturday in 1961 I could not get to Kirkby Stephen West before 1.05 in the afternoon. This was the first train of the day from the former West Riding of Yorkshire! In today's timetable I could arrive at 7.59, 10.34, 11.22 or 12.30pm.

The station buildings on the Up platform are largely unaltered and are now in good use as holiday lets. The water tower has gone as have most of the sidings and the goods yard is now used by a road haulier specialising in the conveyance of bulk powder. The goods shed remains as does the signalbox although the Midland Railway 'box' was replaced by a more modern structure in 1974. The big plus, and it is a big plus, has been the installation of a period footbridge. Not only is it a much safer way of crossing the line but it is an excellent vantage point for photographing trains especially those that are steam hauled travelling south.

It is a Midland Railway footbridge, which came from Guiseley in 1998, having been made redundant by the Leeds North West electrification scheme. The entire station is in good clean order thanks to the efforts of the numerous voluntary bodies involved in the safeguarding of the S&C. The Friends of the Settle-Carlisle Line must rank highly here and it is to be hoped that a similar, albeit scaled down, scenario may exist with the Stainmore and Eden Valley railways. It must not be forgotten that the LNE sidings up to Appleby West are still in use.

The Railway Magazine for April 1962 has a very detailed article by Ken Hoole describing the rise and fall of the Stainmore Line.

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THE NEW BELGIAN RAILWAY MUSEUM

Despite its illustrious railway history, Belgium has only just opened its national railway museum. **John Titlow** reports on a long overdue event, which appears to be somewhat controversial.

At the crossroads of northern Europe, Belgium has one of the most dense rail networks and was the first country in mainland Europe to build a passenger railway. It opened in 1835 between Mechelen and Brussels, three years before the London and Birmingham Railway. Five locomotives from the UK were used and one was locally built by Cockerill.

Not only was it the first capital city in the world to be served by a railway, but also the first to connect with another capital city – Paris in 1846. The journey time was eight hours without

heating or toilets for the 200 mile journey.

One of Belgium's largest locomotive builders, Cockerill, was founded in 1817 by British engineer John Cockerill, who was born in Lancashire and moved with his father William. Initially the family built wool processing machinery but it was his factory in Belgium that built the first locomotive under licence from Robert Stephenson & Co. in 1835.

Egide Walschaert and Alfred Belpaire were Belgian engineers and also the little-known Jean Baptiste Flamme, who was part of the team

which invented superheating. For such a small country Belgium is one of the world's top 10 locomotive builders, with around 16,000 built and 10,000 exported.

Recently Belgium has not been the kindest country with regards to looking after its railway heritage, especially after the controversial and unnecessary scrapping in 2002 of No. 29-279 – a 2-8-0 built in Montreal, Canada in 1946 – and more importantly for us No. 44-021 an 0-6-0 of 1906, built by Tubize, Belgium in 1906. The scrapping was despite various efforts to buy

Steam locomotives in the museum

1152, 0-6-0PT built by Evrard in 1880

Pays de Waes, 0-4-2, built by De Ridder, Belgium in 1844. The oldest locomotive in Belgium.

18 class, 4-4-0 designed by McIntosh, built Saint Leonard in 1902

L'Elephant, a wooden replica 2-4-0 from an original design by Stephenson, build date is unknown but the engine was exhibited in Ghent in 1913

10 018, 4-6-2 built 1913 by Cockerill

12 004, 4-4-2 built Cockerill in 1939

Le Belge, 2-2-2 wooden replica. The original was the first locomotive to be built in Belgium by Cockerill in 1835 under licence from Robert Stephenson & Co.

MF33, 0-6-0T, industrial, built Haine St Pierre 1911 in sand pit

Modern

211 006, diesel 64 class, built Cockerill 1962

1503, three voltage electric built Cockerill 1962

Diesel single railcar **551 48** built NBNS/SNCB workshops 1939,

Electric motor coach **MR35** built 1935



No. 10 018 is a 4-6-2 designed by Jean Baptiste Flamme and built by Cockerill in 1913. These were heavy express locomotives with a top speed of 75mph.



What must have been the pride and joy of SNCB in the 1930s when streamlining was at its height. With its 2.10m (6 ft 10in) driving wheels No.12 004 reached speeds of just over 100mph, Cockerill built in 1939. You can form your own opinion regarding the smoke! In the background is a type 551 diesel railcar also built in 1939 by NMBS/SNCB.

12004

CONSTRUCTIEUW
DE CONSTRUCTEURS
DE LOCOMOTIEVEN
COCKERILL
1939

FSR



Above: A new addition to the Brussels skyline is this roof top carriage that's really a hotel room in the Train Hostel just around the corner from the museum. Rooms throughout are furnished in the style of railway sleeping carriages using original sleeping berths. It's well worth a visit even if not staying overnight.

Left: The beautiful façade of Schaarbeek station and entrance to the museum was built around 1890 in the Flemish Neo-Renaissance style with a further extension added in 1913; a modern tram, No. 3088, is about to depart in three minutes.

It's very unusual for a steam loco to have a square chimney but this 0-6-0PT No. 1152 built by Evrard in 1880 is not unattractive! Pays de Waes is in the centre and 18th class 4-4-0 is on the right. Yes the locos are orange or are they supposed to be yellow ochre? Without natural 'light' it's impossible to tell.



King Philippe of Belgium (centre) performs the opening ceremony and is being handed the first ticket number 001 by the museum director Pieter Jonckers watched by Train World director Jean-Claude Fontinoy on the left.

them yet officials decided otherwise.

In this writer's opinion this was a big mistake and a very sad loss because the Class 44 could have come to the UK. Belgian Railways' excuse was they were in too bad a condition and by selling them it would be bad for its image.

As with many engines, these had survived as stationary boilers and were to become later additions to the national collection.

Of particular interest to us is the class 44 because its heritage goes back to the Caledonian Railway's 'Jumbo' 0-6-0s, being introduced by the CR's J McIntosh, who worked for Belgian Railways at the time.

Belgium's steam locomotive collection was surreptitiously started by Monsieur Roelands, divisional engineer at Hasselt depot in the 1960s, by hiding them from officials who were hell-bent on scrapping the lot – some things don't change. Another locomotive that survived by default is the streamlined Atlantic No. 12-004. Apparently it was in a line coupled to others of its class heading to the scrapyard but discreetly uncoupled and 'accidentally' left behind!

At first there was a small museum at Brussels Nord station and then it was at a larger site



The proportions of 4-4-0s do look particularly nice and this one is no exception, clearly showing its McIntosh lines. This 18th class was built by Saint Leonard in 1902, 2-2-2 Pays de Waes of 1844 is in the background clearly showing advances in locomotive design.



This beautifully restored wooden compartment carriage GC1 built in 1921 gave many years of service before final withdrawal in 1960, GC means great capacity.

inside the old steam depot in Leuven, complete with wheel drop, wheel lathe and turntable, which has since been demolished and is now a car park. The local authority in Leuven wanted this to be the location for the Belgian National Railway Museum. The collection was then dispersed across several sites.

Belgium had never had an official national railway museum and clearly thought little about its railway heritage until recently. It has relied on individuals or preservation societies to do a job that should have been done by the railways themselves or the state. Perhaps if this was started earlier the mistake of scrapping engines as recently as 2002 would not have been made. For a country that opened the first railway in Europe, Belgium has been very slow and possibly reluctant to open a railway museum.

All this has changed with the opening of Train World. According to its publicity: "We will call it Train World rather than a museum, since it will not only illustrate the rich history of the train in Belgium, but its actual future role as well."

Its designer is the famous Belgium comic book artist François Schuiten, who said: "It will be in no way a dusty old museum, no matter of simply

aligned pretty locomotives in a hangar. No, today we must look beyond, to challenge in some ways.

"In Train World, I want that one is surprised, amazed, people's curiosity piqued. We must constantly renew the interest of visitors. I wanted this to be ambitious and even audacious. An emotional experience. A railway opera." Maybe something is lost in translation but is he accusing railway museums of being dull? A "dusty museum" it is not... because it is too dark to see the dust.

Unusually this time we find a railway museum in the capital city of the country. It is managed under the umbrella of the SNCB/NBMS Group and between it and the Belgium state €25 million has been invested in the museum and they hope to attract 100,000 visitors a year. The original opening date was to be May 5, 2015 but it took another four months before the doors finally opened on September 25. The reason for the delay, according to the director Pieter Jonkers, was that it is built on swamp land. The King of Belgium performed the opening ceremony on September 24.

Train World is at Schaerbeek station in the

suburbs of Brussels alongside Belgium's first railway line. Night trains originally departed Schaerbeek for Italy and France but now it is predominantly local trains that stop and terminate here, but it is still an important interchange for buses and trams.

The station was designed by architect Franz Seulen and built in around 1890 in the Flemish Neo-Renaissance style with a further extension added in 1913. The facade has been restored and it was rightly listed as a national monument in 1994. The new building alongside it was built around a railway worker's house.

Entrance is through the restored art nouveau ticket hall with model locomotives made by railway apprentices. You then walk out the back past a British-built Craven crane and plinthed locomotive boiler into the new purpose-built 80,000sq ft exhibition halls. From the gallery you get your first glimpse of five steam engines, but to say it is dark would be an understatement. From the centre section of the gallery your view is obstructed by a screen with a map of Belgium, making photography even more difficult. Sound effects are an especially composed piece of 'music'... but you wish it would shut up.



Buried in the sand pit and described in the guide book as "the kid's locomotive" is industrial MF33, an 0-4-0T built in 1912. There is a wooden suspension bridge for the children to cross to get into the cab and play. This was a gift from the Chemin de Fer à Vapour des 3 Vallées a preserved line running from Mariembourg to Treignes.



A very dark room of memorabilia from floor to ceiling which is entered from the doorway in the background where the clocks are displayed.

Walking above tracks on a glass walkway, the visitor passes the clocks and enters another darkened room full of memorabilia, then into the next hall and a greater shock. Here a deep breath was taken because what must have been the pride of Belgium's railways – the streamlined Atlantic No. 12-004 – had fake smoke rising out of its chimney.

The final hall was modern traction and this had daylight streaming in. At the end there was one more shock to come as a 0-4-0T gifted to Train World was buried in sand at an angle of 45 degrees for children to play on.

Admission costs €10, children under six get in free, while families pay €25. There are discounts for students, seniors and railway workers. It is open Tuesday to Sunday from 10am to 6pm, but closed Mondays. There is a guidebook with some interesting stories in it in English, French, Dutch and German.

Getting there could not be easier, with Eurostar operating up to 10 daily services from London St Pancras International to Brussels Midi with day return fares from £72 and a journey time of two hours. The upgrade to standard premier is even better with a snack to

help the journey along for £189 return. Schaerbeek is three stations from Midi and the Eurostar ticket includes this.

Tickets are available from eurostar.com or 08432 186 186. This really is the way to travel – it saves all the hassle of flying or driving and parking in a busy city. Parking around



Schaerbeek is on-street and metered.

There is nearby accommodation around the corner in the Train Hostel, where rooms are furnished in the style of railway sleeping carriages using original sleeping berths including two carriages on the roof! Railwayana is the theme throughout.

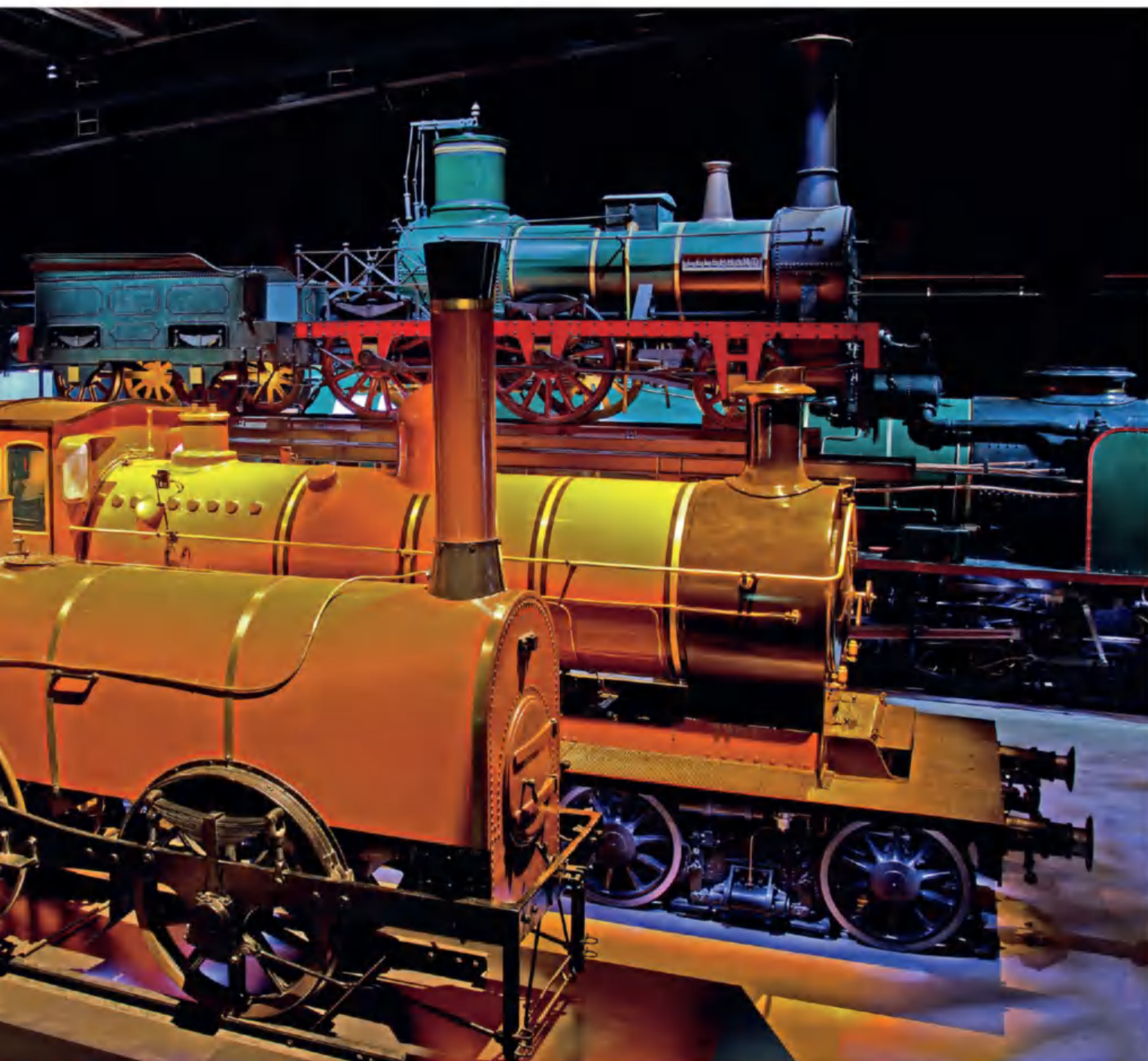
A general view of the main exhibition hall, in the foreground is 2-2-2 Pays de Waes; the oldest locomotive in Belgium, the very handsome 18th class 4-4-0 designed by McIntosh and built by Saint Leonard in 1902; elevated is wooden replica L'Elephant a 2-4-0 and in the background is Pacific No.10 018.



Who will it appeal to? For enthusiasts or families it's too dark to inspire. Maybe I am missing something but the people within the museum are genuine, enthusiastic and believe in it. Belgium TV was not impressed, so perhaps changes will be made in time, hopefully with the lighting. Comparisons can be made with the French and Dutch museums, which both have dark areas, but the locomotives are displayed better, even though the lighting is inventive.

Photographically this is a most challenging museum. It is not just enthusiasts who want to take pictures of the locomotives but families like to take pictures of children against them, especially now people have cameras on many devices. The engines are orange or perhaps they are supposed to be yellow ochre, but there is no natural light on any of the steam locomotives to judge by.

In my opinion this museum does not work. There is too much concrete, poor lighting and not the opera for the masses or the initiated. Brussels still makes a good day out, especially combining Train World with the tram and nearby beer museum, perhaps the latter visited beforehand. Do go and judge for yourself.



VERTREK <small>SPOOR</small>			
0958	HASSELT	DIRECT	1
1127	ECAUSSINNES <small>CARIGNES</small>	OMNIBUS	3
1436	LIEGE-GUILLEMIN	OMNIBUS	5
1555	POPERINGE <small>VIA KORTRIJK</small>	HALF-DIRECT	2
1643	VERVIERS-CENTRAL	DIRECT	1
1708	ANTWERPEN C	OMNIBUS	6
1749	CLABECO <small>VIA TIRUPAL</small>	SEMI-DIRECT	5
1814	RONSE	OMNIBUS	3
2038	KNOKKE-BLANKENBERGE	OMNIBUS	1
2117	ROUX <small>VIA HOUTE D'EPPEL-PEYON</small>	SEMI-DIRECT	2

Inside the main entrance hall is this very attractive destination board.



Left: Looking in from the outside through the main window of the modern foyer is *Le Belge*, a 2-2-2 wooden replica, the original was the first loco to be built in Belgium by Cockerill in 1835. In the background is a map of Belgium and logo of Train World.

Inset opposite: This Craven plate belongs to the crane exhibited outside the main building.

NEW FROM IRWELL PRESS

The Book of the HALL 4-6-0s Part 1: 4900 to 4999

By Ian Sixsmith
216 pages, hardback
ISBN 978-1-906919-84-9
PRICE: £28.95 OUT NOW!

Latest in the 'Book Of' series and the first of three to detail the Halls. This first volume covers 4900-4999, from the first Saint Martin conversion, SAINT MARTIN through the earlier Halls built to the early 1930s. The usual rich selection of photographs (including the elusive bombed and withdrawn 4911) and mass of information - works attention, sheds, tenders and boilers.



BOOKAZINE THE GREEN - BLUE TRANSITION Years of Change on the East Coast Main Line

Following the success of our previous 'bookazine' for W.H. Smith, INTO THE BLUE, here is a second one, this time more specific in its geography and time-scale: the East Coast Main Line and the years 1960-1981. As the locos made their transition from green to blue livery the mighty ECML, which was not electrified until much later, retained much of its basic infrastructure especially the splendid signals and signal boxes and the distinctive three-arch overbridges. It was as if the Gresley Pacifics, WDs and 9Fs had merely gone absent for a day!

By Tony Wright

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Locomotionmodels.com's new Harry Patch HST power car.
LOCOMOTIONMODELS.COM

Locomotion's new HST set remembers last hero of WW1

THE last survivor from the First World War has been remembered in a new exclusive new 00 gauge train pack from Locomotionmodels.com

In association with Hornby, the modelling arm of the Shildon museum has produced 500 Limited Edition train packs containing Great Western Railway HST power car No. 43172 *Harry Patch*, together with unpowered HST car No. 43154.

Henry John 'Harry' Patch was born on June 17, 1898 in Combe Down, Bath. He became known as the 'Last Fighting Tommy' when his character endeared him to the nation that made him a symbol of remembrance, not only for

the First World War, but also subsequent conflicts.

His time in the war was relatively short, having arrived in France in June 1917 as a part of a Lewis gun team with the Duke of Cornwall's Light Infantry. Three months later, on September 22, Harry was badly injured when a shell exploded near him, killing three of his comrades, a date he later regarded as his own personal Remembrance Day.

The nicknames of his fallen comrades, Jack, Maudy and Jilly, along with the verse from Laurence Binyon's poem *We Will Remember Them*, are now immortalised on No. 43172. Harry died on July 25, 2009 aged 111 years, one



The side of Great Western Railway HST power car No. 43172. GWR



The unpowered HST car No. 43154 carries First Great Western livery.
LOCOMOTIONMODELS.COM

month, one week and one day. On Friday, November 6, the Class 43 was officially named *Harry Patch* – The last survivor of the trenches – in a ceremony at Bristol Temple Meads. The nameplate was unveiled by Harry's grandson Roger Patch, who said his grandfather would have been thrilled, adding: "He was a modest, quiet man and it was incredible how so many people took him to their heart as he became a symbol of remembrance."

Included in the specially-commissioned train pack will be a numbered and signed

certificate commemorating the naming of the power car and also the life of Harry.

The dynamic and intricate livery on the HST, specially created by Paul Gentleman for Great Western Railway, has been superbly reproduced using the latest in model printing techniques and captures not only the evocative artwork of the graphics, but also the sombre overtones and the motivation behind the naming.

The pack, which carries the National Railway Museum badge, retails for £220 plus postage and packing, and is only available from Locomotionmodels.com

Fifteen years of the garden rail show

THE Midlands Garden Rail Show is to return to the Warwickshire Exhibition Centre for its 15th year on March 12-13.

Among the layouts confirmed to attend the event at the centre near Leamington is The End of the Line. This 7mm scale 0/014 gauge layout represents the distribution point of a very small coal mining operation in the early 1960s.

The output of the mine is divided between distant industry, transported away by rail and local demand, which is handled by road haulage.

The coal from the mine is delivered to the distribution point by a 2ft narrow gauge railway. The tipper wagons have been made to operate and discharge their load into either a conveyor or direct into a waiting standard gauge mineral wagon.

For further details on the exhibition, ticket prices and suppliers attending visit www.largescalemodelrail.co.uk

L&Y tank ready for those express trains



Above: The all-new model of No. 1008.
LOCOMOTIONMODELS.COM

THE eagerly-awaited Locomotionmodels.com all-new 00 gauge model of Lancashire & Yorkshire Railway Class 5 2-4-2T No. 1008 is now available for shipping.

Designed by John Aspinall, No. 1008 was the first locomotive produced by the Lancashire & Yorkshire Railway at its new state-of-the art works in Horwich in 1889.

The class, with many variations, numbered 330 and was the most numerous of any type produced by the L&YR.

The class was used on all types of passenger services from branch lines to the 40-minute express trains between Liverpool and Manchester.

A total of 110 passed into British Railways ownership at nationalisation,

but by 1961 only three remained and they were withdrawn that year. Only one survives, No. 1008, which, because of its historical significance, was set aside for the National Collection.

Early passenger livery

No. 1008 is now preserved on static display inside the National Railway Museum at York, where it carries the early passenger livery, but later on it had the full lettering of Lancashire & Yorkshire in an arc on the tank



side above the brass number plate. The model has two whistles, the smaller of the two connected to the communication cord via the lever near the cab roof. The cord that ran along the outside of the coaches near the roof connected with the lever and, of course, the whistle.

Badged in the National Railway Museum range, the model is only available from Locomotionmodels.com for immediate despatch and is priced at £109.95 plus postage and packing.



'Flat-packed' lineside buildings with style

THE new kid of the block in terms of the railway sector is 4Ground, which has launched an extensive range of pre-painted 'flat-pack' kits for lineside models.

However, the firm is far from new to modelling, for it is currently the largest producer of laser-cut wargaming building kits in the world, with over 100,000 kits produced in 2014.

The Wiltshire firm has now branched out into 00 gauge railway modelling (and canals too!), with the first of the Tracksides & Waterways kits launched in November. It will be followed by an equivalent range in N gauge.

The self-assembly kits are produced from top quality, sustainable, high density wood fibre board, overlaid with a dense sheet material known as laser board. However, what is different is that the laser board sprues have been pre-painted with a uniquely formulated flat matt paint that

can be laser vaporised without damaging the laser machine when cutting, etching and scoring the sprues for each kit.

With the incredibly high detailing of laser board, the skills of the four members of 4Ground's design team can be seen in their intricate detailing of the brickwork, fretwork, doors and windows etc. that are cut into the pre-painted material by the firm's eight high-definition computer controlled laser machines.

The net result of such accuracy is the manufacturing of perfect parts and detail etchings. The firm even has its own full-strength PVA glue and, just like it paints, it has been formulated specifically for the 4Ground kits.

Initially, the firm will be focusing on trackside buildings, including stations, as well as a selection of platform sections. The initial range will also feature semi-detached and terraced houses, a few shops and some modern industrial

Handford is a GWR-style station building in 4Ground's initial high-detailed self-assembly range. The kit comes with pre-painted parts, with acetate windows, posters and name signs. The underside of the building has a push-out section allowing the insertion of lighting. ROBIN JONES



The box in which the 4Ground flatpack kits are supplied. ROBIN JONES



types, plus a spectacular church, which, for £90, includes the churchyard walls, a wide selection of gravestones and a very detailed lych gate and porch. Other kits start from as little as £4. Canalside buildings are to follow.

Head designer Adam Jeal said: "All these kits will be inspired by actual buildings, most built in the last century but a good many more that were built

more recently. We are keen to eventually have a good array of modern options as well as the traditional and we would love to hear suggestions from collectors.

"We pride ourselves on designing what people want and to a very high standard, ensuring that customers are not only able to build a model to be proud of, but will obtain a great deal of pleasure from actually making it as well."

Accucraft markets new Gauge 1 A4

ACCUCRAFT (UK) has acquired the intellectual property, designs and tooling of the Gauge 1 Model Company range and has taken over the production of all of its previously announced models.

Trevor Taylor, of the Gauge 1 Model Company, said: "After 28 years in the Model Railway industry and having delivered close to 6000 units of Gauge 1 stock, my wife and I have decided to retire."

Ian Pearce, of Accucraft (UK) Ltd, said: "We have enjoyed working in harmony with the Gauge 1 Model Company for some years now, each business complementing the other's range and

sharing the expertise and quality offered by the Accucraft factory.

"When the opportunity to acquire the G1MRCo range arose, we realised it would be a 'glove fit' for Accucraft UK and help us to expand our Gauge 1 range enormously.

"We are grateful to Trevor for taking the plunge and enabling volume production of locomotives and rolling stock in Gauge 1 at affordable prices, a move that has encouraged countless new entrants into the scale.

"Accucraft (UK) will continue its drive for 'innovation and excellence' in 1:32 scale and we look forward to making an ever-



The new Gauge 1 A4 now being marketed by Accucraft. ACCUCRAFT (UK)

increasing range for many years to come."

One of the first G1MRCo models to be marketed by Accucraft following the takeover is the new LNER A4 Pacific.

The model is spirit-fired with slip eccentric valve gear, working cylinder drain cocks, sprung buffers, tender hand pump, axle pump, lubricator, pressure gauge and water gauge. It is designed for a long life and built

accordingly using copper, brass and stainless steel. Supplied in either LNER garter blue with valances fitted or BR green without valances, the models will be available without nameplates or numbers, allowing them to be finished to the customer's specification.

The A4 sells for £2995, but Accucraft will honour all existing orders at the original price.

WIN FAMILY TICKETS FOR BIG LONDON SHOW!

The London Model Engineering Exhibition, the biggest of its kind in the south of England, returns to Alexandra Palace from January 15-17.

The exhibition is regarded as one of the leading model shows in the UK and attracts over 14,000 visitors annually.

It features the full spectrum of modelling from traditional model engineering, steam locomotives and traction engines through to the more modern gadgets including trucks, boats, aeroplanes, helicopters and robots, as featured on 'The One Show' last January.

More than 50 clubs and societies will be present displaying their members' work and competing to win the prestigious Society Shield. In total nearly 2000 models will be on display.

All of the leading suppliers will also be present showcasing their new products and special promotions and giving hobbyists an excellent opportunity to see and compare products under one roof.

You will be able to purchase virtually anything you need for your next model or project or to get you started in a hobby.

If you are an active model engineer this is a key event in the calendar to meet other hobbyists and see the leading suppliers.

This is a great day out for all the family and one the children will love with all the working models.

The event runs from 10am to 5pm on the Friday and Saturday, and from 10am to 4.30pm on the Sunday.

Admission is £11 for adults on the door, or £9.50 if bought online before January 8. Senior citizens and student tickets are £10 (£8.50) and children aged five to 14 £4 (£3).

However, if you would like to see the big show free of charge, we are giving away four family tickets.

Competition rules:

- There is no cash alternative.
- The winner will be drawn at random and will be notified by email or phone.
- Full terms and conditions are on our website.

Enter for free online at www.heritagerrailway.co.uk Entries should be received by December 18, 2015.

Locomotives We Have Lost

By Will Adams (hardback, Ian Allan, 260pp, £35, ISBN 978 0 86093 667 1).

EVER sat down and wondered what extinct locomotive you would like to build from new, like the recently formed J50 group as highlighted in our News section? If so, this superbly illustrated volume is right up your street.

Basically, it is a catalogue of the classic types that missed out on preservation, from Bulleid's Leader 0-6-6-0T, Great Central Robinson 8B Atlantics and Gresley V1/V3 2-6-2Ts down to GER Neilson Y5 0-4-0STs.

Most of the types that were lost disappeared before the standard gauge preservation movement took off. Others, like the BR Clan Pacific and Standard 3MT 2-6-2T, disappeared because of lack of interest and/or opportunity at the time the last were

withdrawn, but which are now being recreated by new-build groups.

In so many ways this is a comparison 'negative' or mirror image volume to the heritage movement, an in-depth facts-at-a-glance survey of those that got away.

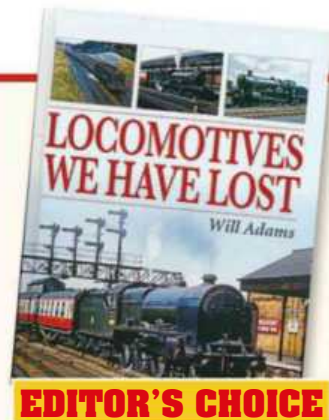
Separate sections cover each of the Big Four and their constituent companies, and BR Standard classes and WD Austerities.

All in its pages was not lost, however. The 'extinct' Austerity 2-8-0 was reborn, when British enthusiasts tracked down one that had been converted to Swedish outline as part of that country's strategic reserve. It was repatriated to the Keighley & Worth Valley Railway, and back-converted to British outline, and now runs as

No. 90733, which would have been the next number in sequence of the scrapped BR class. Similarly, Austerity 2-10-0s are represented again in the UK after foreign examples were brought back.

There is much to browse in this magnificent reference work and much that will inform, but will any of its contents inspire more new-build projects?

There may come a time when heritage lines may decide it is more practical and cost-effective to take out a second mortgage or loan and build from scratch rather than rebuild another Barry locomotive. But will that happen? I can still remember voices saying that the A1 *Tornado* project "will never happen"!



New-build aside, this book has much to offer all sections of the enthusiast fraternity, from historians to modellers, provides details of classes at a glance, and is especially beneficial to younger fans who have scant knowledge of types that no longer survive today.

One of Ian Allan's best publications in recent years, it may well be the most useful, and well worth the price.

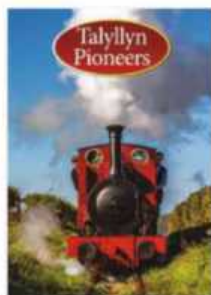
CATALOGUE OF LOST GEMS

Talyllyn Pioneers

By Michael Whitehouse (hardback, 248pp, Wilderness Enterprises Ltd £35, ISBN 978 0 9933974 0 0)

THIS impressive and lavishly illustrated book tells the full story of the little Welsh narrow gauge railway that started the railway preservation movement way back in the early 1950s, as Britain started to recover from the ravages of war.

Chapters are devoted to how the Talyllyn was part of the lives of people who lived in the area or took their holidays there, 150 years of its operation, the saving and running of the railway, a journey on the line, experiences and celebrations, men and machines and what the future holds.



The story is largely told by the people involved, right from the early days of the line's revival.

All these aspects of the railway and the beginnings of railway preservation are illustrated with an excellent selection of pictures covering all eras of the line's operation and revival.

The author was familiar with the line from an early age and his late father, Pat Whitehouse, was closely involved with setting up the Talyllyn Railway Preservation Society.

PIONEER PRESERVATION PERSONIFIED

Gresley's Legacy: Locomotives and Rolling Stock

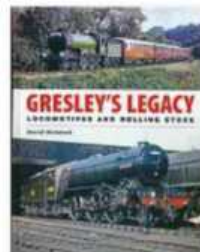
By David McIntosh (hardback, Ian Allan, 160pp, £25, ISBN 978 8 7110 34612 7)

WITH the imminent return of *Flying Scotsman* to steam, much is being written on a man who is arguably Britain's finest steam locomotive

engineer. This new, superbly illustrated work looks at the complete spectrum of his achievements of steel wheels, from the glamorous Pacifics down to tank engines, teak carriages and wagons. There is much about the items that have survived.

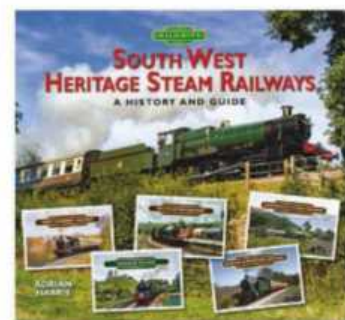
The story begins with Gresley's appointment to the GNR and his rise through the ranks, and ends with the Mallard 75 celebrations. There is much here that is packed into a highly readable and informative volume.

ENTERTAINING REFERENCE WORK



comprises of an informative step-by-step guide to the journey from east to west, calling in at the heritage lines along the way.

EXCELLENT GLOVE-COMPARTMENT GUIDE



South West Heritage Steam Railways: A history and guide

By Adrian Harris (hardback, Halsgrove, 144pp, £14.99, ISBN 978 0 85704 229 3)

THE lines covered by this book are the Bodmin & Wenford, Dartmouth, South Devon, Swanage and West Somerset railways. Each has a chapter of its own, illustrated by a good variety of locomotives and stock.

Although primarily a photographic record of the lines in the standard format this publisher is known for, this book is more than that.

As well as detailed photographic coverage of railway operations in recent years, it contains maps, guides to the railways and their stations, stocklists and even typical timetables.

There is also a general background history of railway preservation and useful information such as steam locomotive wheel arrangements that the casual enthusiast will find useful.

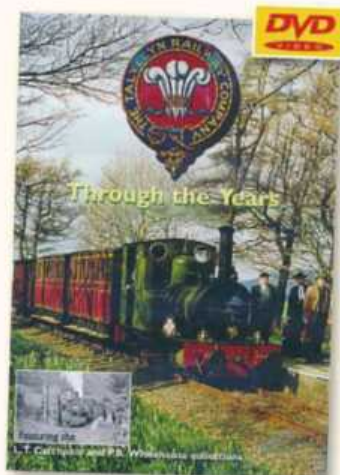
GOOD PHOTOGRAPHIC RECORD

Talyllyn Railway Through the Years

DVD (Oakwood Visuals, 97mins, £18.95).

YOU'VE read the book – now see the movie! Drawing on material from the late Pat Whitehouse's collection amongst others including that of LT Catchpole, footage here includes 20 minutes from the legendary line's pre-preservation days, plus cine film from the 1950-51 revival, live BBC coverage from 1957, the opening of the Nant Gwernol extension, a royal visit and much, much more. It concludes with a trip up the line spanning 65 years.

PRICELESS TIMELESS FOOTAGE

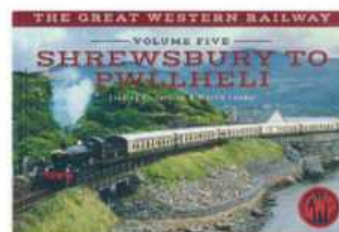


The Great Western Railway: Volume Five: Shrewsbury to Pwllheli

By Stanley C Jenkins & Martin Loader (softback, Amberley Publishing, 128pp, £16.99, ISBN 978 1 4456 4286 4).

ENJOYED the Severn Valley Railway's Manor 50 gala? Did it bring back memories of the Cambrian Coast Line, from where that magnificent class was withdrawn 50 years ago? If so, you'll enjoy this landscape guide to the 118¼-mile Cambrian main line.

Using a mixture of archive and modern day pictures, the volume





Multiple image profile prints

By Richard Green (www.locos-in-profile.co.uk telephone 01634 362735, £24.50 unsigned, £27.50 signed, p&p £3.75 per order.

ALWAYS perfect gifts are locomotive profile prints, and new to the market is a set of multiple image prints from artist Richard Green.

There are three in the range available: Southern 'Battle of Britain'

class; LNER A4 class – The Thirties; and LMS 'Princess Coronation' class – The Thirties.

The quality and detail of the images is superb, right down to nuts and split pins.

At A3 size, they can be easily mounted in an off-the-shelf frame to provide an enthusiast with a great present.

Richard Green also produces a number of limited edition individual single-loco prints.

CLASSIC CHRISTMAS GIFT

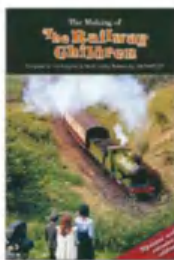
The Making of The Railway Children

By Jim Shipley (softback, Keighley & Worth Valley Railway, Haworth station, Keighley, West Yorkshire, BD22 8NJ, 01535 640464, 116pp, £5.95 plus £2.50 p&p, ISBN 978 0 902438 36 1).

THE third edition of this entertaining and fact-packed pocket-sized volume about the making of one of the greatest family movies of all time has been expanded to include more colour pictures, including those of the original cast returning to the railway where it was filmed.

As reported on News, page 13, one of the film's locomotive stars, the ochre-liveried GWR pannier tank No. 5775, has just helped the National Railway Museum lift the 2015 Heritage Railway Association Interpretation Award, following its appearance in the latest stage production at York.

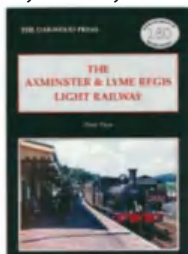
A CLASSIC ABOUT A CLASSIC



The Axminster and Lyme Regis Light Railway

By Peter Paye (softback, Oakwood Press, 144pp, £13.95, ISBN 0583617396)

THE Oakwood Library of Railway History has often been described as the finest series of books of their kind, essential, definitive, accurate, informative and absorbing



biographies on individual routes. The latest to get the Oakwood treatment is the LWR Lyme Regis branch, one of the later branch lines to be built, opening on August 24, 1903 and closing under Beeching on November 27, 1965.

A somewhat tortuously curving route, but all the more delightful for it, in heritage circles it is best represented by Adams radial tank No. 488, part of the Bluebell Railway static fleet.

In the early Seventies there was a revival bid Combyne with ¾ mile of 15in gauge track laid, but the venture collapsed.

It is sad that the branch could not be revived, because it would have been to west Dorset what the Swanage railway is to the east.

DEFINITIVE BRANCH HISTORY

Forever Shropshire Forever England

By John Piercy (softback, John Piercy, 43 Supple Close, Norwich NR1 4PP, john_piercy@hotmail.com 44pp, £12.95 including p&p).

HERE is an A4-sized album of rare views of the Cleobury Mortimer & Ditton Priors Light Railway. If you are into classic rural backwaters, it is worth the cover price for the classic images alone.

The pictures are preceded by a brief history and map of the line, which was originally considered by the early Severn Valley revivalists before they opted for Bridgnorth 50 years ago.

All profits from sales go to the Shalom Habakkuk Trust, a non-profit Christian charity helping very sick and disabled Jewish Holocaust survivors.

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TRACK TALK

→ Don't lose Gresley's duck

I THOUGHT you might be interested in an alternative view of the nickname 'spam can'.

Until relatively recently I had no idea that spam can was used in reference to the West Country Pacifics. I grew up believing that spam can referred to diesels, in particular a very grumpy Class 37 in one of Rev Awdry's stories. If my memory serves me right, the story involves Henry and a couple of failed diesels. I remember it because it is where I first became aware of vacuum brakes. Now, to the best of my knowledge, the Reverend did not get struck down by lightning for using such language, so I can only conclude that referring to an engine as spam can is not really that blasphemous!

Secondly, as for the duck debacle, I think it is time the whole thing was called off for a long and careful rethink. Please don't waste money lining lawyers' pockets in a judicial review.

My personal view is that the duck is the best bit! To immortalise one of our greatest locomotive and carriage designers in the form of a bumbling elderly gent who appears to have lost his car keys cannot be right!

Finally, it has been fantastic to see vintage carriages getting a good airing in the last edition. More of the same please!

Andrew Creaser,
Anlaby, East Yorkshire

→ What about MS&LR heritage?

HERITAGE Railway issue 208 contained a fantastic article by Andrew David – 'Gas, Teak, Epilepsy', with so much detail for each of the restorations.

The illustrations of the restored Great Central Railway coaches to such a very high standard and even the under frame and Mansell wheelsets making such an authentic restoration. A complete train of these on a joined up Great Central really would be a spectacular sight.

What is disturbing is that this coaching stock predates the Great Central. The Manchester, Sheffield and Lincolnshire Railway predates the GCR by more than 10 years – are we to allow this piece of railway history to fade into oblivion or will there be a possibility that some of these treasures will be restored to MS&LR stock? It is quite pleasing to note that the Midland Railway – Butterley saved one as Lancashire, Derbyshire and East Coast Railway, a little-known Victorian railway.

I note that the 567 new build group has started to reproduce an MS&LR 4-4-0 locomotive. Will this finish up at GCR or even BR?

Derrick Martin,
Hornchurch, Essex

STAR LETTER

Breakthrough at last for iconic Pacific

AS reported by Geoff Courtney in last month's issue, the people of New South Wales recently received some very belated good news regarding the planned restoration of their iconic steam locomotive No. 3801, when Transport Heritage NSW, the organisation currently responsible for the Pacific, announced plans to have it back in operation within approximately two years.

In my letter published in *Heritage Railway* issue 199, I detailed the earlier history of DB Meiningen in Germany commissioned by the former Office of Rail Heritage to construct a new all-welded boiler, and the resultant 'to-ing and fro-ing' of this new boiler between Germany and Australia has been well recorded by your magazine.

The Office of Rail Heritage rejected any consideration of restoring the former

riveted boiler that was on No. 3801 when it was withdrawn from service with 3801 Ltd in November 2006, and informal reports in 2010 indicated the possibility that the riveted boiler may be cut up.

In 2011, the then Minister was given a letter from a local reputable heavy engineering company indicating that the riveted boiler could be repaired in a cost-effective way.

The most recent announcement is a stunning reversal of policy, as it is now stated that the original riveted boiler is to be repaired, enabling No. 3801 to return to operation in the near future, while the new German boiler will undergo further works after No. 3801 is returned to operations.

This decision could have been made eight or more years ago, so avoiding great frustration for the public that values

its rail heritage, for the many volunteers supporting Australian rail heritage, and for the local taxpayers who have funded this needless expenditure.

The lesson demonstrated by this saga is that control by government bureaucracy is a very poor way of safeguarding our much-valued rail heritage, and the volunteers who have the 'heritage passion' are the much-preferred managers of rail heritage, with background support from government when appropriate.

In the meantime we all hope that the next two years will bring real progress rather than the endless 'spin' we have witnessed in the immediate past.

John Glastonbury,
(former chairman and general manager, 3801 Ltd),
Orange, New South Wales, Australia

Sacrificing authenticity for business reasons

I COULDN'T agree more with your sentiments in *Crowning Glory* in *Lines Revival* (Opinion, issue 206) relating to HS2 and its drain on scarce resources for what is correctly termed an ill-informed 'vanity' project.

Talk of the ways 'our' money could be better spent will lead us to be called 'moaning minnies'. I can see the headline put out by a future government: "Billions spent on rail development but rail fans still not happy".

Your sentiments regarding failing to protect trackbeds from development is also bang on the button. Let's have more of this truth spoken. Be brave sir.

I wonder if I may broach another subject with you that is alarming me greatly.

I am willing to bet you can distinguish between the sentiment "...we are a business with a steam railway bolted to it..."

and the sentiment (which I adhere to) "...we are a steam railway which must be run in a business-like manner..."

The former sentiment suggests that if it were not for the burden of funding the restoration of locos, coaches and wagons, this business would be making loads of money. This sentiment is gaining traction within our movement and is uttered by people who have never rescued an item of rolling stock (or any other item of railway heritage for that matter) and use this same sentiment to walk down the yard and condemn items of rolling stock "...because it hasn't moved in three years and is therefore surplus to requirement. Get rid!"

We all know where this will lead? Theme parks!

When we need to put on a show and do not have the proper item (because we scrapped it) we'll make a plastic one

instead: after all, the punters won't notice.

These guys have forgotten (if they ever knew) what and why my father's generation persevered, often in atrocious conditions of want, to rescue and preserve what (some) are increasingly taking for granted, and worse, with an air of dismissal.

For what it's worth, and why I feel justified in my accusation, I'm 60 next birthday, I am a tradesman, I have put my hand in my own pocket and preserved several wagons, most of them made and kept serviceable by my own hand.

Please feel free to remind these Philistines (via the good pages of *Heritage Railway*) that we put burns on seats so that we can successfully preserve, restore and upkeep our rail heritage and it is paid for in sweat, tears and sometimes blood!

Nigel Barnes, email

Call to sell Severn Valley gala timetables in advance

I AM glad you published Kieran Hard's email in *Platform*, issue 208, regarding the Severn Valley Railway gala. While I declare an interest in knowing Kieran through friends, I still feel I should give my support to his comments and, in fact, I wish to enhance them on a related topic.

Two friends and I could only attend on the Friday and we needed to find out loco rosters so we knew where to base ourselves to optimise the visit.

As Kieran said in his email it was a poor timetable for a gala, so it was even more important to know which locos would be operating. No rosters

were published in advance of the event but a £6, 30-page, full working timetable could be purchased on the day of arrival. Four of the 30 pages were the loco rosters for each day. Surely these four pages could have been put on the website to allow visitors to plan their day? The cost of travelling to the SVR, plus the SVR day ticket, food and drink, meant we all spent around £50 each for the day.

As luck would have it we all saw what we wanted to and had a good day. But I emphasise that it was luck and I do not think we will risk it without an advanced roster in the

future and therefore the SVR will lose the income from the tickets, plus food and drink from three dedicated railway supporters.

I did contact the SVR but did not receive a fully understandable explanation. I do hope it realises the impact of its decision to only sell working timetables on the day. Even more annoying was the fact that for the diesel gala a few weeks later the rosters were published on the SVR website in advance of the event. Why was it not done for the major steam gala?

John Peat, email



LNER A4 Pacific No. 60009 *Union of South Africa* emerges from the tunnel at Cowbraehill on the Borders Railway on October 14. DAVID PRICE

Why is rebuilding a railway so expensive?

QUESTION: Why has it cost £300 million to rebuild the 31-mile Borders Railway?

What did it cost to rebuild the Welsh Highland Railway?

OK, the WHR is narrow gauge and single track and so, if you wanted to be pedantic, you could say cut the bill in half for the double track and then cut the balance by another third for the narrow gauge and you would still be left with £33 million.

Perhaps Network Rail should have got enthusiasts to rebuild the Borders Railway and saved a lot of money. They could have even lent them some of the modern machinery to speed up the job!

The Alice Springs to Darwin Railway in Australia is 25 times as long as the Borders Railway and cost only twice as much (and was built in 39 months). Are British taxpayers getting value-for-money?

Also, thank you so much for your wonderful article about my first employer, the late Ian Allan.

One thing that wasn't mentioned in the article was that, every summer, Ian and Mollie used to take the entire staff of Ian Allan Publishing (by train, of course) to the seaside.

In 1959 we went to Great Yarmouth – the only time I ever went to East Anglia so, needless to say, I went and was admitted

to all three locosheds there. The next year we went to Swanage, which was my home turf, as I lived near Christchurch so, that year, I went and relaxed on the beach with my colleagues.

In fact, it was only after working at Craven House at Hampton Court for almost two years that I discovered that on one of those trips to the beach that Ian had lost a leg. I don't even remember him walking with a limp around the office!

My job was looking after all the members of the Ian Allan Locospotters Club and, in particular, I remember redeeming all the little coupons that were printed on the dustjackets and covers of

every publication for vouchers that could be spent on more books and magazines. There were a lot of them!

Unfortunately, in many ways, after a few years staying with my aunt and uncle at Hampton Wick during the week and commuting home to Christchurch at weekends, I got older and more interested in girls and motorbikes than railways.

I left Ian Allan's for a job that was nearer to home but I have always missed it. I often wonder what became of my good friends Tim Gillingham and Geoffrey Kitching.

David R Holt, Queensland, Australia

Stanier and the Scots rebuilding

ADDITIONAL to the modifications chronicled in Eric Muckley's article 'The Three New Royal Scots' in issue 206, the original Scots were fitted with Stanier coupled wheel axleboxes prior to the rebuilding programme.

This virtually eliminated hotboxes that had assumed chronic proportions after the first few years in traffic.

Had an original Scot survived to the end of steam, it would likely, along with its Stanier tender, De Glehn bogie and other modifications, have found its way to the National Railway Museum on the grounds it represented the genuine article, whereas the rebuilds, which in all essentials were in contrast an original design, did not pass muster in this regard. In engineering matters, museum curators do not always seem very bright.

Officially, the rebuilds were classified as conversions, an accounting ruse enabling

costs to be charged in full against the operating account, rather than the yearly depreciation write-down against the capital account, as applicable to new builds. Proof of this can be found on the engine history cards.

In the run up to nationalisation, the cards were rubber stamped with a box in which details of the year of depreciation and standard life years were filled in. The first rebuild, No. 6103 for example, showed a depreciation date of 1973, having been granted a fresh 300-year standard life.

By contrast, No. 6100, yet to be rebuilt, showed the depreciation year as 1957, the clerk involved understandably paying no heed to the fact that he was really looking at the bones of No. 6152 (built 1930), which by that time was the reidentified No. 6100, and had already been rebuilt, with a 1976 depreciation date.

The survivors, Nos. 46100 and 46115, are

still often described as the "Fowler Scots", which is surely a misnomer. Perhaps this is in part because attribution to a chief mechanical engineer is not that simple. The evolution of the rebuilds started under Stanier with No. 6170, following on with the 2A boiler, first applied to rebuilt Jubilees Nos. 5735 and 5736.

However, the first rebuild, No. 6103, was built under the rule of Fairburn, an electrical engineer, who it was said, had little enthusiasm for steam. Stanier recognised the constrained input of the CME to the design process, attributing the design of the Princess Coronations to the teamwork of his staff. Nevertheless, given the tradition of attributing locomotives to the ruling CME, and the period when the key design changes were undertaken, it seems fair to attribute the rebuilt Scots to Stanier.

Doug Landau, email

Early dinner

I WAS pleased to see in the Toby Carvery at Stonebridge near Birmingham, a large photograph of a rebuilt LMS Patriot 4-6-0 hauling a passenger train over Coundon level crossing in Coventry. Then I laughed out loud when I saw the date on the photograph – c1900!

The correct date must be about 50 years later when rebuilt Patriots were working expresses and fitted freight trains.

Peter Greaves, Walsall, West Midlands

Get in touch

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HERITAGE RAILWAY

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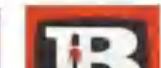
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The prototype Deltic lines up with D9009 *Alycidon* and No. 55019 *Royal Highland Fusilier* at the Deltic gala at Locomotion, Shildon on October 25. ROBERT LAZENBY

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Amberley Museum & Heritage Centre

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Tel: 01798 831370.

Running: Dec 5, 6, 12, 13, 19, 20.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine, Sheffield Park, East Sussex TN22 2QL.

Tel: 01825 720800.

Engines: 263, 178, B473, 323, 592, 847, 30541, 73082.

Running: W/Es, Santas: Dec 5, 6, 12, 13, 19, 20, 22-24.

East Kent Railway

Standard gauge, two miles, Shepherdswell, Dover.

Tel: 01304 832042.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24.

Eastleigh Lakeside Railway

Narrow gauge, 1¼ miles, footplate experience.

Running: Dec 12.

Hastings Miniature Railway

Narrow gauge, 600 yards, Rock-a-Nore Road, Hastings, East Sussex.

Running: W/Es + sch hols.

Hayling Seaside Railway

Narrow gauge, one mile, Hayling Island, Hants.

Running: W/Es, Weds + sch hols.

Isle of Wight Steam Railway

Standard gauge, five miles, Havenstreet, Isle of Wight.

Tel: 01983 882204.

Engines: 8, 11, 24, 41298.

Running: Dec 5, 6, 12, 13, 19-24.

Kempton Steam Railway

Narrow gauge, ½ mile, Hanworth.

Tel: 01932 765328.

Running: Dec 5, 6, 12, 13.

Kent & East Sussex Railway

Standard gauge, 10½ miles, footplate experience, wine and dine, Tenterden, Kent. Tel: 01580 765155.

Engines: 32670, 32678.

Running: Dec 5, 6, 12, 13, 19-24.

Lavender Line

Standard gauge, one mile, footplate

experience, wine and dine, Isfield, East Sussex. Tel: 01825 750515.

Running: Nov 29, Dec 5, 6, 12, 13, 19-23.

Mid Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine, Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Engines: 34007, 925, 45379, 92212.

Running: Dec 5, 6, 12, 13, 19-24.

Romney, Hythe & Dymchurch Railway

Narrow gauge, 13½ miles, footplate experience, New Romney, Kent.

Tel: 01797 362353.

Running: Dec 5, 6, 11-13, 19-24.

Royal Victoria Railway

Narrow gauge, one mile, Netley, Southampton.

Tel: 02380 456246.

Running: Dec 12, 13, 19, 20.

Sittingbourne & Kemsley Railway

Narrow gauge, 1¾ miles, Sittingbourne, Kent.

Tel: 01795 424899.

Running: Dec 5, 6, 12, 13, 19-21.

Spa Valley Railway

Standard gauge, five miles, footplate experience, Tunbridge Wells, Kent.

Tel: 01892 537715.

Running: Dec 5, 6, 12, 13, 19-24.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine, Bitton, Bristol.

Tel: 0117 932 7296. Engine: L150.

Running: Nov 29, Dec 5-7, 12, 13, 19, 20, 23, 24.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine, Bodmin, Cornwall. Tel: 01208 736666.

Engines: 6435, 4247, 4612, 30587, 5619, 6412.

Running: Dec 5, 6, 12, 13, 19-24.

Dartmoor Railway

Standard gauge, seven miles, Okehampton, Devon.

Tel: 01837 55164.

Running: Nov 27-29, Dec 4-6, 10-13, 15-23.

Dartmouth Steam Railway

Standard gauge, seven miles, wine and dine, Paignton, Devon.

Tel: 01803 555872.

Engines: 7827, 5239, 4277.

Running: Thur, Sat. Santa: Dec 12, 13, 19-24

Devon Railway Centre

Narrow gauge, ½ mile, Bickleigh, Devon.

Tel: 01884 855671.

Running: 2016.

East Somerset Railway

Standard gauge, two miles, Cranmore, Somerset. Tel: 01749 880417.

Engine: 46447.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24.

Helston Railway

Standard gauge, Helston, Cornwall.

Tel: 07875 481380.

Running: Dec 12, 13, 20-23.

Lynton & Barnstaple Railway

Narrow gauge, one mile, Woody Bay, north Devon. Tel: 01598 763487.

Running: Dec 12, 13, 19-24.

Moors Valley Railway

Narrow gauge, one mile, Ringwood, Hants.

Tel: 01425 471415.

Running: Dec 6, 13, 20.

Plym Valley Railway

Standard gauge, 1½ miles, Marsh Mills, Plymouth.

Running: Dec 6, 13, 19, 20.

Seaton Tramway

Narrow gauge, three miles, Harbour Road, Seaton, Devon. 01297 20375.

Running: Dec 4-6, 11-13, 18-24.

South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine, Buckfastleigh, Devon. Engines: L92, 3205, 6412.

Running: Dec 5, 6, 12, 13, 18-23.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine, Swanage, Dorset. Tel: 01929 425800.

Engines: 30053, 31806, 34070, 80104.

Running: Nov W/Es, Santa: Dec 5, 6, 12, 13, 19-24.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience, Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine, Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

Engines: 7828, 6960, 5541, 4936.

Running: Nov 29, Dec 4-8, 12, 13, 19, 20, 22-24.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile, Diss, Norfolk.

Tel: 01379 686900.

Running: Nov 29, Dec 5, 6, 12, 13, 19, 20, 22-24.

Bure Valley Railway

Narrow gauge, nine miles, footplate experience, Aylsham, Norfolk.

Tel: 01263 733858.

Running: Nov 29, Dec 4-6, 11-13, 18-24.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine, Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Dec 12, 13, 19, 20, 22.

East Anglian Railway Museum

Standard gauge, ¼ mile, Wakes Colne, Essex. Tel: 01206 242524.

Open: W/Es. Running: Dec 6, 13, 20.

Mangapps Railway

Standard gauge, one mile, near Burnham-on-Crouch, Essex.

Tel: 01621 784898.

Running: Dec 5, 6, 12, 13, 19, 20, 24.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience, Dereham, Norfolk.

Tel: 01362 690633.

Running: Dec 5, 6, 12, 13, 16, 19, 20, 23, 24.

Mid-Suffolk Light Railway

Standard gauge, 1/2 mile, Brockford, Suffolk.

Running: Dec 5, 6, 12.

Prospective passengers should note that Santa special trains need to be booked in advance on the majority of railways. For more details when planning your day out, visit the HRA website: <http://heritagerailways.com>



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(approx.)

1st Take's series of films on the Branch Lines of England, based on the books of Colin Maggs, now takes us to the beautiful county of Devon.

In this first volume, we explore the branch lines in Exeter, and the south, central and eastern parts of the county. They were extremely varied: at one extreme there was the Exmouth branch, the nearest the West Country comes to a suburban-type commuter line, and the Paignton line, which could for many years almost be considered a main-line. At the other end of the scale was the Culm Valley Light Railway, an oddity which required locomotives with a short wheelbase and restrictions on rolling stock.

Many Devon branch lines were originally built to the broad gauge and were later narrowed, some lasting until the very end of the wider gauge in 1892.

This DVD explores the old branch lines of the county with stunning modern film and rare archive photographs and footage. It also includes interviews with people who have created successful tourist attractions from what was left of the old system, with visits to South Devon Railway, the Dartmouth Steam Railway and Seaton Tramway.

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Nene Valley Railway

Standard gauge, 7½ miles, footplate experience, Wansford, Peterborough, Cambs. Tel: 01780 784444. Engine: 45337.

Running: W/Es + Weds from Nov 28.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience, Sheringham, Norfolk NR26 8RA. Tel: 01263 820800.

Engines: 564, 92203, 76084.

Running: Nov 29, Dec 5, 6, 12, 13, 19-24.

Wells & Walsingham Railway

Narrow gauge, four miles, Wells-next-the-Sea, Norfolk.

Tel: 01328 711630

Running: 2016.

Whitwell & Reepham Railway

Standard gauge, ¼ mile, Reepham, Norfolk.

Tel: 01603 871694.

Running: W/Es, steam first Sun.

Santa: Dec 12, 13, 18-21, 24.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience, Quainton Road, Bucks.

Tel: 01296 655720.

Engines: 30585, Met 1.

Running: Nov 28, 29: Dec 5, 6, 12, 13, 19, 20.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles, Chinnor, Oxon.

Tel: 01844 353535. Engine: 1369.

Running: Dec 5, 6, 12, 13, 19, 20.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles, Wallingford, Oxon. Tel: 01491 835067.

Running: Dec 5, 6, 12, 13, 19, 20.

Didcot Railway Centre

Standard gauge, footplate experience, Didcot, Oxon. Tel: 01235 817200.

Engines: 93, 3650, 5322, 4144.

Open: W/Es. Running: Dec 5, 6, 12, 13, 19, 20, 22, 23.

Epping Ongar Railway

Standard gauge, five miles, Ongar, Essex. Tel: 01277 365200.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24.

Leighton Buzzard Railway

Narrow gauge, 2¼ miles, Leighton Buzzard, Beds. Tel: 01525 373888.

Running: Dec W/Es, Weds + 22.

MIDLANDS

Amerton Railway

Narrow gauge, one mile, Stowe-by-Chartley, Staffs. Tel: 01785 850965.

Running: Nov 28, 29: Dec 5, 6, 12, 13, 19, 20.

Apedale Valley Railway

Narrow gauge, ½ mile, Apedale, Newcastle-under-Lyme, Staffs. Tel: 0845 094 1953.

Running: Dec 12, 13, 19, 20

Barrow Hill Roundhouse

Standard gauge, ¼ mile, Chesterfield, Derbyshire. Tel: 01246 472450.

Open: W/Es.

Battlefield Line Railway

Standard gauge, five miles, Shackerstone, Leics.



Metropolitan 0-4-4T No.1 arrives at Bitton during the Avon Valley Railway steam gala on October 18. KENNY FELSTEAD

Tel: 01827 880754. Engine: 3803.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20, 23, 24

Chasewater Railway

Standard gauge, two miles, Walsall, West Midlands. Tel: 01543 452623.

Running: Nov 28, Dec 1, 3, 5, 6, 8, 10, 12, 13, 19, 20, 22-24.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine, Cheddleton, Staffs. Tel: 01538 750755.

Running: Dec 5, 6, 9, 12, 13, 16, 19, 20, 22-24

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience, wine and dine, Norchard, Lydney, Glos.

Tel: 01594 845840. Engine: 5541.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20, 24.

Ecclesbourne Valley Railway

Standard gauge, eight miles, Wirksworth, Derbyshire. 01629 823076.

Running: Nov Tues, Sat. Santa: Dec 5, 6, 9, 12, 13, 16, 19, 20, 23.

Evesham Vale Railway

Narrow gauge, 1¼ mile, A46 north of Evesham, Worcs. Tel: 01386 422282.

Running: W/Es. Santa: Nov 28, 29, Dec 5, 6, 12, 13, 19-24

Foxfield Railway

Standard gauge, 5½ miles, Blythe Bridge, Staffs.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20, 23, 24

Gloucestershire

Warwickshire Railway

Standard gauge, 12 miles, footplate experience, Toddington, Glos. Tel: 01242 621405.

Engines: 2807, 4270, 5542.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20, 22-24.

Great Central Railway

Standard gauge, eight miles, Loughborough, Leics LE11 1RW. Tel: 01509 632323. Engines: 48624, 47406,

46521, 92214, 45305, 777, 6990.

Running: W/Es. Santa: Nov 28, 29, Dec 5, 6, 9, 12, 13, 16, 19-24.

Midland Railway-Butterley

Standard gauge, 3½ miles, footplate experience, wine and dine, Ripley, Derbyshire. Tel: 01773 570140.

Engines: 23, 73129. Running: Nov 21, 22, 28, 29, Dec 5, 6, 10, 12, 13, 19-24.

Northampton & Lamport Railway

Standard gauge, two miles, Pitsford, Northants. Tel: 01604 820327.

Running: Nov 29, Dec 5, 6, 12, 13.

Nottingham Transport Heritage Centre

Standard gauge, four miles, Ruddington, Notts.

Tel: 0115 940 570. Engine: 8274

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20, 24.

Peak Rail

Standard gauge, four miles, Matlock, Derbyshire.

Tel: 01629 580381.

Running: Dec 5, 6, 12, 13, 19-24.

Perrygrove Railway

Narrow gauge, B4228, Coleford, Glos. Tel: 01594 834991.

Running: W/Es. Santa: Dec 5, 6, 12, 13, 19-24.

Rocks by Rail

Standard gauge, ¼ mile, Cottesmore, Rutland.

Open: Tues, Thur, Sun.

Running: Nov 15.

Rudyard Lake Railway

Narrow gauge, 1½ miles, Leek, Staffs. Tel: 01995 672280.

Running: Nov 22, 29. Santa: TBA.

Rushden Transport Museum

Standard gauge, ¼ mile, Rushden, Northants.

Running Oct 31.

Severn Valley Railway

Standard gauge, 16 miles, footplate experience, Bewdley, Worcs DY12 1BG. 01299 403816.

Engines: 1501, 4566, 7812, 2857, 43106,

1450, 340 27, 34053, 7802, 7820.

Running: W/Es. Santa: Dec 5, 6, 12, 13, 19-24.

Steeple Grange Light Railway

Narrow gauge, ½ mile, footplate experience, Wirksworth, Derbyshire.

Running: Dec 12, 13.

Telford Steam Railway

Standard gauge, one mile, footplate experience, Telford, Shropshire.

Email sec@telfordsteamrailway.co.uk Tel: 01952 503880.

Running: TBA.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience, Bury, Lancs.

Tel: 01617 647790.

Engines: 80080, 13065, 12322, 34092.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19-24.

Eden Valley Railway

Standard gauge, two miles, Warcop, off A66 Cumbria CA16 6PR 01768 342309. www.evr-cumbria.org.uk

Running: TBA.

Heaton Park Tramway

Standard gauge, half mile, Manchester. Running: Suns pm.

Isle of Man Steam Railway

Narrow gauge, 15½ miles, Douglas, Isle of Man.

Tel: 01624 662525.

Running: TBA.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles, near Ulverston, Cumbria.

Tel: 01539 531594.

Engines: 42073, 42085.

Running: Nov W/Es, Santa: Dec W/Es.

Ravenglass & Eskdale Railway

Narrow gauge, seven miles, Ravenglass, Cumbria. Tel: 01229 717171.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19-23.



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VACANCIES

The Talyllyn Railway was the world's first preserved railway and is now a major tourist attraction in mid-Wales. This narrow gauge line operates passenger steam services with the aid of some 400 volunteers, drawn from the 4,000 plus members of the Talyllyn Railway Preservation Society, along with a limited number of paid staff. The Society effectively controls and runs the Railway, which has charitable status, and there is a strong inclusive ethos which runs throughout the organisation.

Our General Manager has recently left to become Managing Director of a leading standard gauge heritage railway and following a review of our management structure we are looking for a replacement. We are also looking to fill the new post of Engineering Manager.

GENERAL MANAGER

The **General Manager** will be responsible to the Company Board for the management of the Railway and for the implementation of strategies, policies and objectives.

They will:

- lead, manage and motivate the employees and volunteers.
- manage the assets and activities of the Railway.
- develop commercial, marketing and external funding opportunities to ensure the financial sustainability of the Railway.
- ensure that the Railway provides an excellent visitor experience.
- take executive responsibility for Health and Safety.

This is a challenging but rewarding post and a great opportunity for someone who is likely to have managerial experience in a similar or related voluntary, heritage organisation. Whilst a railway background would be desirable it is not essential. We are looking for someone with proven management, business and financial skills, as well as the character and personality to actively promote and develop the Railway. They also need to manage change whilst protecting and preserving its exceptional character and charm.

For an informal discussion, please contact Gareth Jones, the Company Chairman, by e-mail (chairman.board@talyllyn.co.uk) or call on mobile no. 07500 080003.

ENGINEERING MANAGER

The **Engineering Manager** will be responsible for the management of the Railway's engineering department including all assets and infrastructure, as well as efficiently and effectively overseeing engineering staff and volunteers. They will ensure that the engineering processes required to run trains are maintained, developed and regularly reviewed. In addition, they will be responsible for the associated engineering administration.

A railway background would be desirable but is not essential. We are looking for someone with proven management and engineering skills, who has a full understanding of Health and Safety legislation.

For an informal discussion, please contact David Ventry, our interim Managing Director, by e-mail (md@talyllyn.co.uk) or call on mobile no. 07500 080004.

Written applications for both posts are invited which should include a c.v., your reasons for applying, what skills and experience you offer, and contact details for two referees. Completed applications should be addressed to:

The Company Chairman, c/o Mrs Lorraine Simkiss, Talyllyn Railway, Wharf Station, Tywyn, Gwynedd, Wales, LL36 9EY or by email (admin@talyllyn.co.uk).
Closing date 31st December 2015.



Dufftown, Banffshire. Running: Dec 5, 6, 12, 13, 19, 20.

Leadhills & Wanlockhead Railway

Narrow gauge, one mile, Leadhills, South Lanarkshire. Tel: 0141 556 1061.

Running: Dec 5, 6.

Royal Deeside Railway

Standard gauge, one mile, Milton of Crathes, Kincardineshire.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19-24.

Ayrshire Railway Centre

Standard gauge, 1/3 mile, Dunaskin, Dalmellington Road (A713), Waterside, Ayrshire.

Strathspey Railway

Standard gauge, 10 miles, Aviemore, Inverness-shire. Tel: 01479 810725. Engine: 46512.

Running: Dec 5, 6, 9-13, 16-20, 23, 24.

IRELAND

Cavan & Leitrim Railway

Narrow gauge, 1/2 mile,

Dromod, County Leitrim.

Tel: 00353 71 9638599.

Running: TBA.

Downpatrick & County Down Railway

Standard gauge, four miles, Downpatrick, County Down.

Running: TBA.

Giant's Causeway & Bushmills Railway

Narrow gauge, two miles, Bushmills, County Antrim.

Tel: 0282 073 2844.

Above: Baldwin Pacific No. 2 in action on the Brecon Mountain Railway on October 14. MALCOLM RANIERI

Running: TBA.

Waterford & Suir Valley Railway

Narrow gauge, two miles, Kilmeadan, County Waterford.

Running: W/Es, Tues, Weds from Dec 5.

West Clare Railway

Narrow gauge, Moyasta Junction, Co Clare. Running: TBA.

Railway Museums

Beamish

County Durham.
The Living Museum of the North.
Open: Daily.

Cambrian Railways Museum

Oswestry station.
Open: Tues-Suns.
Tel: 01691 688763.

Col Stephens Railway Museum

Tenterden Station, Kent.
Open: W/Es.
Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-coed, Conwy.
Open: Daily.
Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe.
Open: W/Es + B/H.
Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.
Open: Wed-Sun.
Tel: 01325 460532.

Museum Of Scottish Railways

Bo'ness.
Open: April.
Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants.
Open: Suns.
Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcestershire.
Open: SVR operating days.
Tel: 01562 825316.

Locomotion: The National Railway Museum at Shildon

Co Durham.
Open: Daily.
Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza.
Open: Sun-Thurs.
Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Daily.
Tel: 0161 832 2244.

Midsomer Norton

Silver Street, Midsomer Norton.
Open: Suns/Mons.
Tel: 01761 411221.

Monkwearmouth Station Museum

Sunderland, County Durham.
Open: Daily. Tel: 01915 677075.

National Railway Museum

Leeman Road, York. Open: Daily.
Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd.
Open: Daily except Tues.

Shillingstone Station

Shillingstone, Dorset.
Open: Sat, Sun and Wed.
Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset.
Open: Weekends.
Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts.
Open: Daily.
Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station.
Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down.
Open: Tues-Sun.

Vintage Carriage Museum

Ingrow, West Yorks.
Open: Daily.
Tel: 01535 680425.

Yeovil Railway Centre

Yeovil Junction, Somerset.
Open: Certain Sundays and special events.

Prospective passengers should note that Santa special trains need to be booked in advance on the majority of railways. For more details when planning your day out, visit the HRA website: <http://heritagerailways.com>

WEST SOMERSET RAILWAY

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Take a post-Christmas Great Western steam break on England's longest heritage railway. Up to four locomotives in action between Bishops Lydeard and Minehead on December 28th and 29th.

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UP & RUNNING

Ribble Steam Railway

Standard gauge, one mile, Preston, Lancs.

Tel: 01772 728800. Engine: 5643

Running: Dec 5, 6, 12, 13, 19-21.

Stainmore Railway

Standard gauge, ½ mile, Kirkby Stephen

East Station, Kirkby Stephen, Cumbria

CA17 4LA.

Open: W/Es.

Running: Dec 5.

West Lancashire Light Railway

Narrow gauge, Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Dec 12, 13, 19, 20.

NORTH EAST

Aln Valley Railway

Standard gauge, half mile. Lionheart

station, Alnwick, Northumberland.

Running: Dec 5, 6, 9, 12, 13.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles,

Tata Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: TBA

Bowes Railway

Standard gauge, one mile, Springwell,

Tyne & Wear.

Tel: 01914 161847. Running: TBA.

Cleethorpes Coast Light Railway

Narrow gauge, two miles,

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: W/Es. Santa: Dec 5, 6, 12, 13, 19-24.

Derwent Valley Railway

Standard gauge, ½ mile, Murton Park,

Layerthorpe, York. Tel: 01904 489966.

Running: Dec 5, 6, 12, 13, 19-22.

Elsecar Railway

Standard gauge, one mile, Elsecar,

South Yorks. Footplate experience.

Tel: 01226 746746.

Open: Daily.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19-22.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles, Embsay,

Yorks.

Running: Nov 29, Dec 5, 6, 8, 12, 13, 19, 20.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate

experience, wine and dine, Keighley,

West Yorks BD22 8NJ.

Tel: 01535 645214.

Engines: 43924, 90733, 1054, 5820, 75078.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20, 24.

Kirklees Light Railway

Narrow gauge, four miles, Huddersfield,

West Yorks. Tel: 01484 865727.

Running: W/Es. Santa: Nov 28, 29, Dec 4-6, 11-13, 18-20, 22-24.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles,

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Dec 12, 13, 19, 20.

Middleton Railway

Standard gauge, 1½ miles, Hunslet, Leeds.

Tel: 0113 271 0320.



Visiting Furness Railway 0-4-0 No 20 heads the 3.40pm from Bo'ness consisting of two Caledonian Railway coaches near Birkhill on October 24. IAN LOTHIAN

Engine: 1310.

Running: Dec 5, 6, 12, 13, 19, 20, 23, 24.

North Tyneside Railway

Standard gauge, two miles. North Shields.

Tel: 0191 200 7146.

Running: Dec 5, 6, 12, 13, 19, 20-22.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine,

Grosmont, North Yorks.

Tel: 01751 472508.

Engines: 45428, 75029, 76079, 61994,

63395.

Running: Dec 5, 6, 12, 13, 19, 20-22.

South Tynedale Railway

Narrow gauge, 3½ miles,

Alston, Cumbria.

Tel: 01434 382828/381696.

Running: Dec 12, 13, 19-21.

Tanfield Railway

Standard gauge, three miles,

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20, 23, 24.

Weardale Railway

Standard gauge, five miles, Stanhope,

Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: Nov 20-22, 25-29, Dec 1-6, 8-23.

Wensleydale Railway

Standard gauge, 22 miles, Leeming Bar,

North Yorkshire. Tel: 0845 450 5474.

Running: W/Es. Santa: Dec 5, 6, 12, 13, 19, 20, 22-24.

WALES

Bala Lake Railway

Narrow gauge, 4½ miles, Llanuwchllyn,

Gwynedd. Tel: 01678 540666.

Running: Dec 12, 13.

Brecon Mountain Railway

Narrow gauge, 3½ miles, Merthyr Tydfil,

Glamorgan. Tel: 01685 722988.

Running: Nov 28, 29, Dec 1-6, 8-13, 15-23.

Cambrian Heritage Railways

Standard gauge, ¾ mile, Llyncllys station &

Oswestry station.

Tel: 07527 107592.

Running: (Llyncllys) Dec 13, 20.

(Oswestry) Dec 5, 12, 19.

Corris Railway

Narrow gauge, ¾ mile, Corris,

Machynlleth.

Tel: 01654 761303.

Running: Dec 12, 13.

Fairbourne Railway

Narrow gauge, two miles, Fairbourne,

Gwynedd. Tel: 01341 250362.

Running: Dec 19, 20.

Ffestiniog Railway

Narrow gauge, 15 miles,

Porthmadog, Gwynedd.

Tel: 01766 516000.

Running: Nov 18, 19, 21, 25, 26, 28, Dec 2, 3, 9, 10, 23. Santa: Dec 5, 12, 13, 19, 20, 22.

Gwili Railway

Standard gauge, two miles,

Bronwydd Arms, Carmarthenshire.

Tel: 01267 238213.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24.

Llanberis Lake Railway

Narrow gauge, three miles, Llanberis,

Gwynedd. Tel: 01286 870549.

Running: Dec 6, 12, 13, 19, 20.

Llangollen Railway

Standard gauge, 10 miles, footplate

experience, wine and dine, Llangollen,

Denbighshire. Tel: 01978 860979.

Engines: 5199, 6430, 80072.

Running: Dec 5, 6, 12, 13, 19, 20, 22-24.

Pontypool & Blaenavon Railway

Standard gauge, two miles,

Blaenavon, Torfaen.

Tel: 01495 792263.

Running: Dec 5, 6, 12, 13, 19, 20.

Rhyl Miniature Railway

Narrow gauge, Rhyl, North Wales.

Running: Dec 19-22.

Snowdon Mountain Railway

Narrow gauge, 4½ miles, Llanberis,

Gwynedd. Tel: 01286 870223.

Running: March.

Talyllyn Railway

Narrow gauge, 7½ miles, footplate

experience, Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Dec 26-31.

Vale of Rheidol Railway

Narrow gauge, 11¾ miles,

Aberystwyth, Ceredigion.

Tel: 01970 625819.

Engines, 8, 9.

Running: Nov W/Es. Santa: Dec 19-23.

Welsh Highland Heritage Railway

Narrow gauge, one mile,

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Tel: 01766 513402.

Running: TBA.

Welsh Highland Railway

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Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Nov 18, 19, 21, 25, 26, 28, Dec 2, 3, 9, 10. Santa: Dec 12, 13, 19, 20, 22, 23.

Welshpool & Llanfair Light Railway

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Tel: 01938 810441. Engines: 822, 823.

Running: Dec 12, 13, 19, 20.

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Almond Valley Railway

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West Lothian.

Tel: 01506 414957.

Bo'ness & Kinneil Railway

Standard gauge, five miles, Bo'ness, West

Lothian. Tel: 01506 822298.

Running: Nov 28, 29, Dec 5, 6, 12, 13, 19, 20, 22-24.

Caledonian Railway

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Running: Dec 6, 12, 13, 19, 20.

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THE AXMINSTER & LYME REGIS RAILWAY

by Peter Paye

The publication of this book coincides with the 50th anniversary of the closure of the Axminster & Lyme Regis Light Railway linking Axminster in Devon, on the LSWR's Salisbury to Exeter main line, to Lyme Regis in Dorset.

The curvature and steep gradients encountered on the light railway presented difficulties with motive power and after early trials and tribulations the London & South Western Railway and later Southern Railway and British Railways found the Adams '415' class 4-4-2 tank locomotives dating from 1882 suitable for the task. The sound of their 'throaty pant' as they tackled the gradients will live in the memory of many. Only at the last were they beyond redemption and replaced by more modern motive power.

The railway was late coming to Lyme Regis, with the line not opening until 1903. It was to serve for more than 60 years. The engineering works included the spanning of the Cannington valley by a viaduct, constructed chiefly of concrete and one of the earliest such structures in the country.

Although summer Saturdays provided encouraging passenger receipts, winter services were poorly patronized.

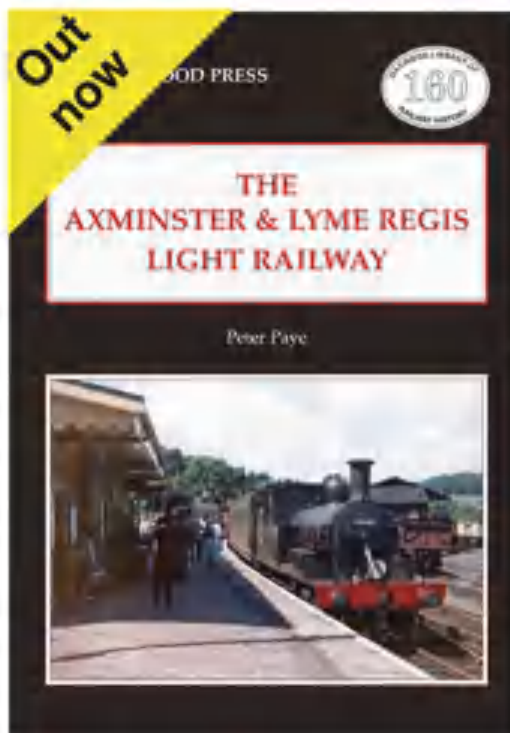
The Beeching Report of 1963 stated that closure was under consideration. Objections to the line's closure were overruled and the last trains ran on 28th November, 1965.

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THE TALYLLYN RAILWAY

Through the years

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Opened in 1865 to link Bryneglwys with Tywyn, by 1950 the quarry was 'worked out' and its 2ft 3in gauge line was barely able to function. However, 1951 saw the Talyllyn Railway become the FIRST preserved railway in the world. This programme relives the pre-preservation days through 20 minutes of 1938 to 1950 cine film, and personal memories of those days, and recalls challenges and successes of the preservation era.

Our opening section covers the years until 1950, when owner Sir Henry Hadyn Jones died. After considering the route, locomotives, passenger stock, and the workings of Bryneglwys Quarry, we return to Tywyn Wharf to witness wagons arriving by gravity with slate destined for the main line. Dai Jones, one of just two employees on the railway in 1950, talks about his first firing days and his family's long association with the line – stories of gallant efforts to keep the service running include patching-up Talyllyn with oatmeal, and stopping *Dolgoch* when it had no brakes! Patrick Whitehouse's colour cine of 1949, and B&W scenes of 1950 illustrate the desperate state of the railway.

Then came resurrection: Dai Jones and civil engineer John Bate lead us through over 40 years of preservation highlights, including getting the line up and running, mineral line track lifting, re-opening, the Corris engines arrive, derailments, overhaul for No 4, the arrival of the original No 5 and *Douglas*, overhauls for Talyllyn and *Dolgoch*, the army assist, Penrhyn coaches, live BBC coverage in 1957, a Gies ejector for *Edward Thomas*, the tea van, wharf rebuild, centenary celebrations, Abergynolwyn's new station, the Nant Gwernol extension, the Prince and Princess of Wales visit, and *Tom Rolt* into service.

We conclude with a trip up the line across seven decades, starting with steam ups at Pendre, in 1950 and 1993, before a trip along the 7¼-mile route from Tywyn Wharf to Nant Gwernol. Beyond Abergynolwyn, we visit Ty Dŵr, the village incline and the streets of Abergynolwyn, where a horse-drawn railway once delivered coal, before watching *Talyllyn* pass through the winding house in 1938. Scenes of No 4 in Corris Railway livery at Nant Gwernol precede our return to Tywyn with *Talyllyn*. **OVL12DVD** 97 minutes for just £18.95 4:3 Aspect Ratio



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You will find Mr Perks' (Bernard Cribbins) Oakworth station very much the same as in the movie.

A short walk over Haworth station's foot bridge and you will find the village's well maintained park with children's play area, and it's a great opportunity to enjoy the gardens before arriving at the village's cobbled main street with its many shops & cafes.

At the top of the hill you will find Haworth Parsonage, once the home of literary greats

the Bronte sisters – Charlotte, Emily and Anne – and now the home of the Bronte Parsonage Museum.

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Vol. 198 AUSTRIAN STEAM SPECTACULAR

Following its demise on BR, enthusiasts sought out steam in other ways - many visited Austria where their passion could be combined with Alpine scenery - even as late as 1972 there were still hundreds of steam locomotives in ORB (Austrian Federal Railways) stock.

Steam was concentrated in the north including Vienna, Graz and Linz. Numerically the largest were the Class 132-130 Gs - the German 'Kriegspiel' (War Engine), equivalent to our WDs, with their 'Kabinentender' (Cabin Tender). Other designs seen include the Class 50 (predecessor of Class 52) and the Class 152 (bar-tender Class 52). Steam is seen on passenger services around Vienna with Class 77 4-6-2Ts, the big Class 76 4-6-4Ts, and the rugged Class 93 2-6-2Ts. Unfamiliar to British railfans were lightweight 2-4-2Ts - 'Dampftriebwagen' (Steam Railcars) - including integral guard's and baggage compartment. Austria was birthplace of the Diesel Spectator - 450 had been fitted to GBR classes by 1961. A highlight was the Grabegg rack railway - this spectacular line, seen in summer and winter, was home to massive D-12-0 and 2-12-2 locomotives working one train. The GBR system (Graz-Köflacher Eisenbahn) included 2 cylinder compound 2-6-0s and a 105 years-old 0-6-0. Austria had borders with Eastern Bloc countries - we see locomotives from Czechoslovakia, Yugoslavia, Hungary, and an inter-city DMU from East Germany. It was refreshing to see some Austrian steam narrow-gauge systems working for a living and not just tourist lines. The Steyr Valley Railway from Garsen with its 0-6-2Ts, and the line around Gmund with 0-6-0 articulated tender locomotives plus transporter wagons. There were also old and interesting electric locomotives including the Marzahn/Bahn Railway where locomotives dated from 1911, and the impressive 'Crocodiles' with their long noses reminiscent of the snout of a crocodile.

Filmed entirely in colour over the ten years of so from 1963, a detailed commentary plus sound track complements this nostalgic look at the railways of Austria.



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The Betton Grange Society is building the 81" 'Grange' after all members of the class were scrapped at the end of BR steam days.

The chassis is on the way to completion after delivery of the new cylinders in February 2015, now we need your help to get the boiler overhauled. The good news is that the boiler destined for No. 6880, last used by 'Hall' No. 7927 Willington Hall, was new in 1960 and has never had a heavy general repair.

It is estimated that £225,000 will see the boiler returned to main line steaming condition and ready to complete the vision of a brand new Collett 'Grange'.

Please make a donation or join our '225 Boiler Club' and become part of this exciting project. With your help No. 6880 could be pulling trains in 2018. Go to www.6880.co.uk for full details and the list of benefits available.

For further details go to www.6880.co.uk
or write to: 6880 Betton Grange Boiler Appeal (SR), 224 Staining
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BR Standard 2-6-4T No. 80072 departs from Llangollen on February 13, 2013. KIM PRICE

The Last Hurrah of the season

NOVEMBER is traditionally a quiet month as our heritage lines gear up for the busy and lucrative festive season. The Great Central brings the 2015 gala season to a close with a busy weekend on November 21, and then we have to wait until after Christmas for further enthusiasts' events. *Heritage Railway* will be bringing you all the action from the seasonal specials around the country though, and here's hoping for some crisp, cold winter conditions.

KEY ■ Major or featured galas
■ Diesel and/or electric galas
■ Thomas and family event

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SPECIAL EVENT

November

21, 22: Great Central Railway: Last Hurrah Steam Gala ■

There will be five steam locomotives in action over the weekend – one engine from each of the Big Four, and a BR Standard. The full line-up is: GWR 4-6-0 No. 6990 *Witherslack Hall*, SR 4-6-0 No. 777 *Sir Lamiel*, LMS 4-6-0 No. 5305, GNR N2 0-6-2T No. 1744 and BR Standard 9F 2-10-0 No. 92214.

There will be the usual intensive service with over 30 movements each day in and out of Loughborough Central.

28-29: Dean Forest Railway: Day Out With Thomas ■

December

26, 27: Mid Hants Railway: Christmas Leave

28: Bodmin & Wenford Railway: Winter Steam Up

28: Swanage Railway: Winter Warm-Up

28, 29: West Somerset Railway: Winter Steam Festival

29, 30: Gloucestershire Warwickshire Railway: Christmas Cracker

RAILWAYANA

November

21: GW Railwayana, Pershore

28: Talisman Railwayana, Newark Showground

December

5: Great Central Railwayana, Stoneleigh Park



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STEAM NAMEPLATES: Apollo, Clifford Castle & Cabside, Falcon & Worksplate, Gainsborough, Indomitable, Leslie Runciman, Novelty, Queen's Hall, Royal Engineer, Sir Galagars, South Australia, The Fernie, Willesley Hall, Yiewsley Grange. **DIESEL NAMEPLATES:** BBC East Midlands Today, City of Lincoln, Great Whernside, The Birmingham Post, Thor. **INDUSTRIAL NAMEPLATES:** Dreyfus, Grangetown, Lord Salisbury. **CABSIDES:** 2123, 2822, 3400, 4274, 4405, 4563, 6859, 7022, 9001, 9714, SAR 2392 GF, SJ 1310 S2 (Sweden). **SMOKEBOXES:** 2289, 5085, 5173, 30775, 31627, 42670, 43032, 43506, 44347, 44998, 45164, 45587, 45647, 48084, 48502, 57594, 60876, 61058, 61384, 62043, 63908, 64625, 76112, 80130, 90016, 90328, 92100. **WORKSPLATES (STEAM):** Andrew Barclay (44376), Armstrong Whitworth (43971), Aveling & Porter 6882, Avonside, Baldwin, Baldwin Burnham Williams, Baume Marpent, Beyer Peacock (8706), Built to E R Cathrop Spec & Inspection, Dubs (64129), Fives Lille, Fowler, GNR Doncaster (67357), Gorton (61347), Hawthorn Leslie, Henschel, Hudswell Clarke, Hunslet, Karlsruhe, Kerr Stuart (44356), LMS Built 1897 Horwich, 1922 NB Loco Co, 1927 Derby, 1930 Crewe, 1943 GWR, 1943 SR, 1944 GWR, 1944 SR, 1947 Derby, Rebuilt 1899 Horwich, 1914 Derby, LNER 1849 1937 (Falcon), (64632), (61189) Vulcan, (62375) Gateshead, (63421) AW, (64934), (65798), (65549), (69782), NBL (SAR E.221), (42565), (48251), (90390), E90168, Neilson, Peckett, Robert Stephenson, RSH (9410), SE&CR Ashford, Sentinel, Sharp Stewart (31699), Sheepbridge Works Rebuilt 1926, Takatori 1953, Vulcan (61142), (61148), (90601), Yorkshire Engine. **WORKSPLATES (DIESEL):** Beyer Peacock (D8609), BR Crewe (47 032), BR Derby (24 013), BR EE (86 033), BRCW (27 117), BREL 1989 (CI 90), Brush Sulzer (47 318), Brush Traction (92 031), Drewry (D2215), English Electric (40 039), (20013), (37057), (40154), General Motors (66029), (67029), Gorton (76 037), Hudswell Clarke (D2510), North British Loco (D838), Sentinel Sorefare 1966, Swindon 1963 (CI 52). **SIGNAL BOX NAMEBOARDS:** Beverley North, Cherry Tree, Earswick, Fearn, Girvan, Goslip Bridge, Penculic, Sutton Junction, Torphins. **TOTEMS:** Aintree Sefton Arms, Alford Town, Banchory, Beltring and Branbridges Halt, Boscombe, Brideslowe, Brigg, Craigendoran, Craven Arms & Stokesay, Crowle Central, Erdington, Flint, Fraserburgh, Gainsborough Central, Glazebrook, Gobowen, Grindleford, Harrogate, Henley on Thames, Hooton, Kelso, Kingussie, Kirby Bentinck, Littleworth, Ludlow, Mansfield Town, Margate, Milborne Port Halt, Peak Forest for Peak Dale, Pudsey Greenside, Reading Southern, Ripon, Seamer, Southeast & Rodmell Halt, Stalybridge, Stretford, Sundridge Park, Sutton Park, Torkesey,

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FALCON

Towyn, Tring, Urmston, Wellington Salop, West Wickham, Whitechurch, Wolverhampton Low Level. **SHEDPLATES:** 2A, 6C, 9E, 10A, 14B, 16C, 17A, 18A, 33C, 34A, 41A, 50A, 50C, 50D, 63A, 64B, 65A, 66A, 81A, 82F, 84A, 86B, 88J, 89B, Bescot Depot Plaque. **SINGLE LINE TABLETS:** Annaghmore-Portadown Jct, Hatherleigh - Hole, Ponteland-Callerton, Three Oaks - Ore, Wroxham-Aylsham. **SINGLE LINE TOKENS:** Ardul-Arrochar, Blencow-Pennriddock, Burton Dassett-Kington, Cloughton-Staintondale, Corraur-Tulloch, Duffryn Ardudwy, Llanbedr & Pensarn, Lostwithiel-Fowey, Machynlleth-Dovey Jct, Penrith No1-Blencow. **SINGLE LINE STAFFS:** Ballymagarrett-East B J, Donaghmore-Dungannon Jc. **CLOCKS:** Caledonian Longcase, GER, GWR Dropcase, GWR&LNWR Longcase, LBSCR, LMS Ships, LNER, LNWR, Midland, NER, NSR, Rhymney. **STREET DIRECTION SIGNS:** Hyndland, Lea Road, Rugeley Town, Snow Hill, Town Station (Grimsby), Wembley Hill & Central. **SEATBACK PLATES:** Bridlington, Castle Howard, Goolle, Market Weighton, Middle Drive, Nunthorpe, Sutton in Ashfield Town, Thornton Dale. **POSTERS:** Bangor (Sherwin), Camping Coaches (Barber), Castle Howard, I'm Taking an Early Holiday SR, Kings Lynn (Mason), Peak District (Taylor), Scarborough (Mason), Seeing It Through LT, Somerset (Merriott), Southend (Pears), Stirling (Cameron), Worcester (Sherwin). **SILVERWARE:** GER Asparagus Tongs, GWR Lobster Pick, Highland Toast Rack, LNER Cocktail Shaker, LNER Coronation Egg Cup, SR Marine Cocktail Shaker, White Star Line Fruit Dish. **CASH BAGS:** Seghill & Bedlington, Stockton, Thursford, Whitby. **GWR:** Bristol Wagon Co Plate, Caerphilly Box Diagram, Crossing On Level Sign, GWR Copper Top Handlamp, Henley Branch Trains Enamel, Lion & Wheel CI 52 (D1000), Loco Headlamp, Train Reporting No. Frame, Triple Slot Repeater. **LMS:** Coventry Gas No 2 Cabside, Coventry Nuneaton & Leics Rly Seal, Dornoch Sign, Furness Railway Messengers Handlamp, Jubilee Splasher Alberta, L&YR Liqueur Glass, L&YR Umbrella Stand, L&YR Watch, LNWR Bletchley Police Handlamp, Nassington & Peterboro Trains Sign, The Royal Scot Loco Headboard. **LNER:** Cigar Cabinet, GCR Collar & Cap Badges, GER Sick Bowl, Ilford GER Handlamp, Kipling Cotes Platform Lamp, NER Police Helmet, Refreshments BR(E) Doorplate, Silver Pass, Stockton Armband, Woodhead Tunnels Staff Instrument. **SR:** LB&SCR Watch, Marine Chamber Pot, Pocket Watch, South Eastern Railway Horse Brass, West Country Seaton O Gauge Model, Worthing LBSCR Brass Stamp. **GENERAL:** Bucks-Oxon County Boundary Post, Change Alley London Street Sign, China QJ Tender Emblem, Fishbelly Rail, Name Tag Punch Machine, Pullman Armchairs, Spratts Dog Advert, Wagons Lits Luggage Racks, Wagons Lits Table Lamp.

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